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NEWS SUMMARY

GENERAL

Two more die in Ulster violence

Two people died and several were hurt in violence in Northern Ireland after the death of hunger striker Thomas McElwaine in the Maze Prison, Belfast.

Trouble flared on the eve of yesterday's 10th anniversary of internment without trial in the province. More than 1,000 petrol bombs were hurled at security forces in Republican districts.

Soviet training

Soviet naval manoeuvres took place just 30 miles north of Poland's Baltic coast. Back Page: Private boarding of goods in Poland. Page 2

OFT probe sought

An inquiry by the Office of Fair Trading into petrol price rises pushed through by the big oil companies, is being sought. Back Page

Concorde mishap

A British Airways Concorde made an emergency stop when a tyre burst as it was speeding down a runway in New York for take-off to London. No-one was hurt.

Iran executions

Iranian authorities reported 30 more executions in the crackdown against anti-revolutionary Left-wingers and drug traffickers. Iran move on detainees. Page 2

Israeli visit

Israel's new Defence Minister Ariel Sharon will visit Egypt for three days from August 19 and meet President Anwar Sadat. Mixed Israeli reaction to Fahd plan. Page 2

Tekere removed

Former Zimbabwe Manpower Minister Edgar Tekere, acquitted last year of murdering a white farmer, has been removed as secretary-general of the ruling Zanu-PF party. Page 2

Cut jobs, plea

One in four town hall jobs should be axed to help keep British industry afloat, says Jim Proctor, chairman of North Wales CBI.

Aspirin warning

Over-zealous treatment of child pains and ailments with aspirin can be harmful and even fatal, says medical journal The Lancet.

Brighton violence

Seventy-nine people were arrested after a riotous invasion of Brighton ended in a disco brawl.

Killer escapes

Double killer Alan Reeve used a home-made rope and grappling iron to scale the 20ft walls of Broadmoor special hospital.

Squirt freed

A pet iguana named Squirt, which became stuck exploring the cavity wall of a house in Stevenage, Herts., had to be freed by firemen.

Briefly...

Christie's is to sell the remaining contents of the Bath Club, Brook Street, London.
Iran's Islamic leaders have banned boxing.

BUSINESS

TUC 'will resist' union curb laws

THE TUC said it will not get TUC co-operation, the TUC said in a statement on the Green Paper on trade union immunities. Back Page: Battle looms. Page 5

● **DOLLARS** continued rise built up pressure within the European Monetary System last week. The Bundesbank intervened heavily, selling \$31.8m at four day's fixings alone, and this put renewed pressure on the weaker currencies.

The French franc lost ground against the D-mark as well as the dollar, reflecting a lower trend in domestic interest rates. The Italian lira remained the strongest currency, helped by an influx of foreign currency through the tourist season and tougher controls on currency outflows.

● **EMPLOYMENT LAW** planned by the Government would not get TUC co-operation, the TUC said in a statement on the Green Paper on trade union immunities. Back Page: Battle looms. Page 5

● **EMS August 7, 1981**
The chart shows the two constraints European Monetary System exchange rates. The upper grid, based on the weakest currency in the system, defines the limits within which no currency except the D-mark may move more than 2% per cent. The lower chart gives each currency's divergence from its central rate against the European Currency Unit (ECU), itself a basket of European currencies.

● **TUC** is launching a national campaign this month to raise money for its new centres for the unemployed. Page 5

● **PAY RESTRAINT** campaign by the Government is being intensified by Sir Geoffrey Howe. Page 5

● **WORLD BANK'S** world development report calls on western nations to help poorer countries out of their increasingly desperate predicament. Back Page: Details. Page 3

● **DE LOREAN**, the sports car venture backed by nearly \$50m in UK Government funds, plans to raise up to \$28m from the flotation in the U.S. of the new De Lorean Motors Holding Company. Back Page

● **MECHANICAL** engineering output is expected to rise by about 4 per cent this year, compared with the 25 per cent improvement that would be necessary to restore sales to 1979 volume. Page 4

● **MAN**, the West German commercial vehicle and engineering group, has won a major truck order worth DM 270m (£59.5m) from Iraq and Jordan. Page 3

● **HONG KONG** auction of land that will eventually house a new stock exchange is expected to set a new world record. Page 22

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Kremlin threat as U.S. gives neutron bomb go-ahead

BY DAVID BUCHAN IN WASHINGTON AND OUR MOSCOW CORRESPONDENT

THE SOVIET UNION yesterday condemned President Reagan's decision to begin production of neutron warheads as an "extremely dangerous step" towards nuclear war. It indicated the Kremlin now may feel free to embark on its own neutron program.

The U.S. Administration yesterday was bracing itself also against protests from some of its West European allies. White House officials, in California with Mr Reagan, who is on holiday, stressed that the warheads would be

stockpiled in the U.S. and would not be sent to Europe without full consultation first with Nato allies. The neutron weapon, which kills by nuclear radiation rather than an explosion, is designed as a short-range battlefield weapon mounted on artillery shells and missiles. As such, it was conceived for the European theatre. Many Nato allies may complain that Mr Reagan's stockpiling decision will create its own pressure for the weapon's deployment along Europe's central front. The Soviet Union says it

expects neutron warheads to appear in Nato's European stockpiles, "enhancing the threat of nuclear war." Kremlin commentators said yesterday that Mr Reagan's handling of the issue was "a brazen challenge" to European public opinion—which persuaded the U.S. three years ago to defer neutron-warhead production—and a clear sign of "rude deception" in the next round of strategic arms talks. President Leonid Brezhnev forewarned any Soviet production of neutron weapons in April 1978, after President Jimmy Carter froze the U.S.

programme. Tass indicated yesterday that the Kremlin no longer felt bound to observe any such promise.

Without specifically threatening that Moscow would build its own neutron weapons, Tass said: "The Soviet Union cannot remain an indifferent bystander, and will have to give such a response to this challenge as will be demanded by the interests of the security of the Soviet people and their allies."

Mr Reagan's neutron decision, taken last week in an alliance with Mr Caspar

Weinberger, the Defence Secretary, against Mr Alexander Haig, the Secretary of State, uncovers what was a bitter bone of contention inside the Western alliance during the Carter years.

The political impact of the U.S. move will be felt most acutely in West Germany, where Chancellor Helmut Schmidt will not welcome any increase in anti-nuclear sentiment as he seeks to win his public's acceptance for the basing of U.S. Cruise and Pershing nuclear medium-range missiles from 1983.

Opec likely to settle on common \$34 price

BY RICHARD JOHNS

THE Organisation of Petroleum Exporting Countries seems set to agree on a common reference price for oil after more than two and a half years of price disarray.

An extraordinary conference will be held in Geneva on August 19 and it is expected to agree a common reference price of \$34 a barrel.

The Kuwaiti Government confirmed yesterday that the meeting, called for by the North African producers, whose production has plummeted as a result of slack market conditions and the high output maintained by the Kingdom as a lever to reduce prices charged by other members.

In practice, such a compromise would reduce only marginally the average cost of Opec oil, because of the large proportion of production accounted for by Saudi Arabia.

Yet for any member of Opec to agree publicly to lower its official selling price would be a precedent—and a major concession. Algeria, Libya, and Nigeria are understood to be willing to see the price of their premium crudes fall from a maximum of rather more than \$40 per barrel to \$37.

The authoritative Middle East Economic Survey reports in its latest edition that meetings

between Major Abdessalam al-Bout, the right-hand man to Col Muammar Gaddafi in Libya, and representatives of the oil companies in the country proved to be "more of a dialogue than a confrontation."

Opec's most militant member on prices, is understood to have said it is prepared to see its price cut from a maximum of nearly \$39 per barrel for its top variety of Libyan crude oil to \$37. This follows a slump in its exports from 1.75m b/d early this year to 500,000 b/d.

Nigeria, with more pressing financial requirements, has been harder hit. Its shipments are down to the same level, compared with about 2m b/d at the turn of the year.

Agreement on a common reference price cannot be regarded as a foregone conclusion. Dr Ali Abdessalam Furei, Libyan Secretary for Foreign Affairs, said yesterday at the end of a tour of the Arab oil-producing states of the Gulf that Saudi Arabia would be pressed at the Opec meeting not only to cut its exports but also to raise its price by \$4 per barrel.

But all the other indications are that there will be a compromise. On Saturday, Sheikh Ali Khalifa al Sabah, Kuwaiti Minister of Oil, told reporters: "We hope the issue will be dealt with objectively to everyone's economic interest and without anyone suffering."

Dutch banks resume talks on pipeline. Page 3
Pressure for petrol price enquiry. Back Page

British Gas to pay suppliers more to boost exploration

BY RAY DAFTER

BRITISH GAS Corporation is to pay more for supplies from some North Sea gasfields in a major effort to boost exploration and production.

Producers in the important southern sector of the North Sea are being urged by the corporation to step up drilling and increase output in the winter months of peak demand. Platform-builders and others in the offshore supplies industry, including British Steel Corporation, should benefit from resurgence of activity in and around the gasfields.

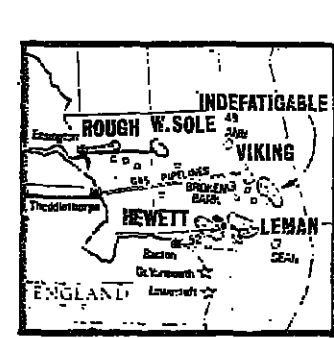
Prices at which the gas is bought are kept a closely guarded secret by both British Gas and its suppliers. British Gas, a monopoly buyer of UK-produced gas, is believed to pay between 3p and 4p a therm under old contracts.

Oil companies have complained that they have had little incentive to invest in further exploration and production. It is believed that these rates are now being raised to between 3p and 4p a therm through renegotiation.

Even at these levels the prices are still well below those offered by British Gas for supplies from fields to the north in more remote, deep-water parts of the North Sea.

The Mobil consortium has recently concluded a supply agreement for Beryl Field gas at an estimated 18p a therm. These prices compare with about 28p per therm which British Gas charges domestic users.

British Gas is renegotiating contracts with oil industry partners in the Leman and Viking Fields. These negotiations have been made all the more crucial by British Gas's recent failure to buy fresh supplies of methane from Norwegian producers, and



by the uncertainties still surrounding the proposed £2.7bn UK gas-gathering pipeline network.

A deal was recently concluded with Shell and Esso which won a substantial increase in the price of all its supplies from the western portion of the Leman Field, one of the biggest offshore gas discoveries in the world.

In return Shell and Esso have agreed to increase the rate of supplies in the winter months. These companies expect to spend over £50m on boosting production facilities. They recently ordered a small production platform, worth £2.3m as a basic steel structure, from Redpath De Groot Caledonian at Methil, Fife.

Earlier this year British Petroleum announced that it was going ahead with a £100m compression project to transmit greater volumes of gas under higher pressure from its West Sole Field after revision of a supply agreement with British Gas.

The project, expected to be completed next year, will increase winter rate of output and prolong the productive life of the field.

British Gas confirmed at the weekend that it was negotiating similar restructured contracts with the Amoco consortium, in Continued on Back Page

South-East companies report economic upturn

By Peter Riddell, Economics Correspondent

THE ECONOMIC upturn in the UK has begun and industry can look forward to a steady recovery, according to a survey of manufacturing companies in London and the south east conducted by the London Chamber of Commerce and Industry.

The survey, conducted in June and July, is based on roughly 370 replies, of which more than two-thirds are small companies. There is a heavy concentration in the engineering sector.

The chamber says all evidence points to the end of the recession. Trends both in export and in domestic orders are improving substantially despite a further fall in stocks. Overall, demand is holding up and will strengthen soon as stock levels begin to stabilise. The survey is likely to arouse considerable interest in view of the recent controversy involving Sir Geoffrey Howe, the Chancellor, about the economy. The findings are distinctly more optimistic than, for example, the recent Confederation of British Industry quarterly trends inquiry.

This could be because the Chamber of Commerce survey reflects views in London and the South East. This region has been less badly affected by the recession and is more resilient than the Midlands and the North. The survey may include some nationwide views from companies which have headquarters in the South East, although respondents are asked to concentrate on performance in the region.

Mr Gabriel Irwin, the chamber's industrial economist, admits he is surprised by the results but says he has confidence in them since the survey has had a good track record. The results are very promising. They suggest that the upturn is coming sooner and will be more positive than many of us imagined," he says.

The survey shows that a balance of more than 20 per cent of companies expect orders and production levels to increase in the next four months. A balance of 7 per cent recently revised upwards their investment plans.

At the height of the recession in November, a balance of 43 per cent of companies reported falling domestic orders. Continued on Back Page

Banks to recruit less youngsters

BY WILLIAM HALL, BANKING CORRESPONDENT

THE LONDON clearing banks plan to take on about 25,000 fewer school-leavers this year than usual.

They intend to take between 6,000 and 7,000 school-leavers this year compared with their normal intake of about 30,000.

The banks are one of the biggest single employers of school-leavers. Until now they have continued to recruit heavily through the recession. The sharp cut in recruitment by the banks is another blow for the country's 715,000 school-leavers who are finding great difficulty getting jobs. It is estimated that half the school-leavers will be forced on to the Government's Youth Opportunities Programme this year compared with a third last year.

The banks are cutting recruitment of school leavers because their staff wastage forecasts have been badly upset by the recession. Far fewer staff are leaving than expected. As a result,

the banks are employing considerably more staff than they need, and have cut recruitment to less than a quarter of normal levels to compensate for forecasting errors made 18 months ago.

Midland Bank which took on 7,000 school-leavers in 1979, has put a ban on new recruitment. National Westminster plans to take on 2,000 school-leavers compared with 5,000 last year.

Barclays the biggest of the clearers, is taking on 2,500 as opposed to 7,000. Lloyds is taking on 2,000 as opposed to 4,500. The Scottish clearing banks are also cutting their staff intake severely.

The big four clearing banks employ nearly a quarter of a million people. Most of the staff enter the banks straight from school in August and September. Aged between 16 and 17 years, they normally have at least four "O" levels. Most of them will have been inter-

viewed for jobs towards the end of last year. The banks are in an embarrassing position since their careers advisors continue to visit schools to talk about job opportunities in banks even though the number of jobs they can offer has been drastically cut.

A number of senior bankers are worried about the long-term implications of cutting so severely their recruitment of school leavers.

Within the next few years, the number of school leavers the main banks recruit is expected to fall to less than 10,000. This could lead to shortages of middle management towards the end of this decade.

Traditionally, the banks have only very rarely recruited senior management from outside their ranks. The great majority of top managers have been promoted from within. Most joined straight from school.

Air controllers back U.S. strike

BY DAVID BUCHAN IN WASHINGTON, DAVID WHITE IN PARIS AND ARTHUR SANDLES IN LONDON

LEADERS from among Europe's air traffic controllers will meet in Amsterdam on Thursday and are expected to take a hard line in support of their counterparts striking in the U.S. A meeting of air traffic controllers from around the world may be held later in the month.

But so far, only the French controllers have taken firm action with a number of U.S. bound flights held up at Paris. Delays were limited to about one hour at the most and no flights were grounded.

The Reagan Administration yesterday stuck to its hard line that it would not rehire or negotiate with the 12,000 air traffic controllers it has dismissed since the walk-out last Monday. The Administration expressed confidence that it could keep U.S. air lanes safe for a reduced number of flights during the 21 months needed to train new controllers.

At the same time, Mr William French Smith, the Attorney General, announced he was dropping the Government's earlier request to the courts that Mr Robert Poll and other leaders of the Professional Air Traffic Controllers Organisation (Patonco) be jailed. Strikes by public sector employees are illegal in the U.S.

Clearly anxious not to create union martyrs, Mr French Smith also said the Government was modifying its anti-strike various Patco officials, who could no longer be ordered to return to jobs they no longer had. Five Patco officials were at one point jailed last week, though four have since been freed.

But the Government continued to back court injunctions to ban picketing of working controllers and to impound the union's strike fund.

Calls by foreign unions on their members not to clear U.S.-bound flights had so far had little effect. Mr Drew Lewis, the U.S. Transportation Secretary, claimed in a television interview yesterday.

The 2,000 French controllers had earlier threatened to stop all U.S.-bound flights. But French have no right to strike and they appear to have resorted to a work to rule. New Zealand controllers announced they would impose a ban on clearance for the U.S. from midnight. This decision is said to have the "support" of the Australians.

Controllers in other countries are clearing U.S.-bound aircraft to the limits of their own airspace and not passing them on to U.S. air traffic control.

For some countries, including the UK, there are legal problems. UK controllers are not certain of the legality of secondary strike action involving a foreign country and are to hold a meeting to decide on action next Friday.

In his television interview yesterday, Mr Lewis said the strike had brought to light the fact that the U.S. system had 3,000 air controllers too many. Thus, the Government needed only 6,000-8,000 new controllers to return the system to normal.

International airlines, meanwhile, spent the weekend desperately trying to reassure passengers that flying to the U.S. during the present dispute is safe. A major interruption of traffic in what is the peak holiday season could be a body blow to airlines already suffering from major cash hemorrhages.

London's Heathrow airport returned to near normal for an August Sunday yesterday. Saturday flights were delayed by an average of four hours. Yesterday almost all incoming flights from the U.S. came in on time and there was a one-hour delay on some departures.

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WORLD TRADE NEWS

MAN wins £59m Mideast order

BY ROGER BOYES IN BONN

MAN, the West German commercial vehicle and engineering group, has won a major DM270m (£59.5m) truck order from Iraq and Jordan, beating off competition from several European manufacturers.

The order involves the delivery of 400 six-tonne trucks to operate along the highway linking the Jordanian port of Aqaba with Iraq. The idea is to ease some of the strain on the main Iraqi port of Basra, which handles over a quarter of the country's trade.

Although MAN executives were reluctant to name names, it is clear that most of the major European commercial vehicle manufacturers were interested in the deal. MAN believed it clinched the contract largely because it was able to offer a full spread of back-up services—not just drivers, but also mobile repair workshops, water supply facilities and a drivers' camp complete with a butcher's shop and a sick-bay.

The group has developed in parallel with its commercial vehicles division so that it can handle a complete project. "I don't think British or French companies are able to do this in a comparable way," said one MAN executive.

Like most West German contracts with Iraq, the MAN deal is understood to be covered by an export guarantee from Hermes, the state-backed export insurance agency.

Benefiting from the start of the Iraqi five-year plan, West German companies have been receiving a flood of orders from Baghdad. The orders include some reconstruction work from the Iran-Iraq war but most contracts are geared to the infrastructure development of the country, including highways and dams, construction, cement factories and vehicles.

In all, about DM 10bn of contracts have been clinched between Iraq and West German companies over the past year.



MAN trucks—aiming to ease the strain on Basra.

MAN had the advantage, during the several months of negotiation for its contract, of previous experience in the country. At the end of last year, the company sold Iraq some 1,500 tipper lorries for DM 200m.

Again, the deal included back-up facilities such as a spare parts depot and a repair workshop.

The current contract, signed with the Iraqi-Jordan Overland Transport Company, is valid for two years.

WORLD DEVELOPMENT REPORT

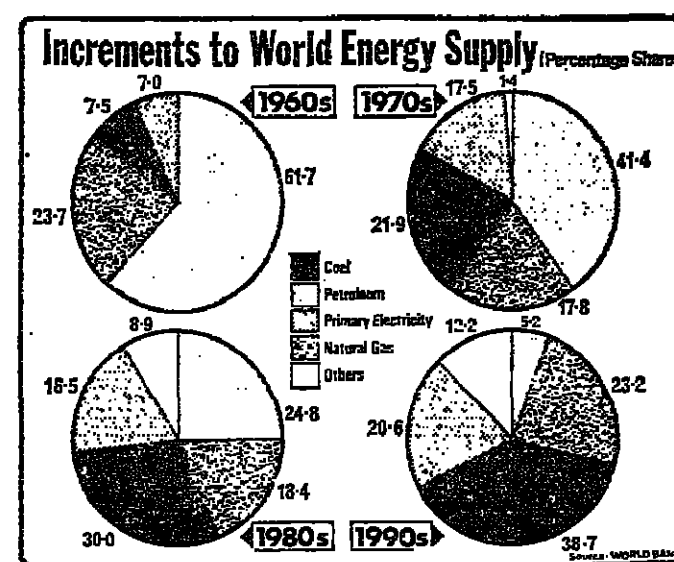
Stark future for developing nations

BY DAVID DODD

INTO THE 1980s, it will not be oil prices or erratic commodity prices which dictate whether or not developing countries are strong. It will be their skill in adjusting to external circumstances. The World Bank argues in its fourth annual Development Report.

Drawing on the experience of the 1970s, the bank sees only a weak link between "external shocks"—mainly soaring oil prices and depressed export prospects due to recession in the industrial West—and economic growth.

Countries which resisted the temptation to throw up tariff walls and turn inward in the wake of the oil shocks of 1973 and 1979, and which adjusted their economies, continued to grow rapidly, won an increasing share of world trade, and attracted aid and commercial loans in substantial quantities.



Countries across the world have already responded to higher oil prices by exploiting new sources of energy. The World Bank predicts that

by the 1990s, coal and natural gas will be the source of almost two-thirds of new energy, while oil will provide just 5 per cent.

Second, aid and capital flows must be maintained and it possible increased, with more going to the poorest countries, rather than the middle-income countries as at present.

Third, industrial countries must save energy. As the industrialised nations of the West consume the great majority of the world's exported oil and gas, it is unreasonable to expect developing countries to make any significant contribution to savings, the bank says.

This involves helping developing countries to exploit their

own indigenous sources of energy, as this will further reduce demand for internationally traded oil. It also involves shifting to alternative sources of commercial energy—particularly coal, then nuclear and hydro-power.

If all of these things are done, the World Bank predicts, growth in the 1980s will need 5.6 per cent a year for middle-income countries and 4.1 per cent for the poorest countries. If not, the best rate of growth to be hoped is 4.3 per cent for middle-income and 3.0 per cent for low income countries.

The bank is fairly optimistic about the prospects of the semi-industrialised middle-income countries. But prospects for primary producer and the least developed countries seem stark.

While the onus rests on the poor countries themselves, the bank underlines that the industrialised countries have important responsibilities. First, because trade "has a crucial role in growth and adjustment," protectionism is to be avoided at all costs. The bank argues that if the Western economies adopt protectionist policies, their own growth will be seriously hindered.

The bank is fairly optimistic about the prospects of the semi-industrialised middle-income countries. But prospects for primary producer and the least developed countries seem stark.

Design deal for Taipei subway

BY OUR WORLD TRADE STAFF

British Mass Transit Consultants, a joint venture of seven consulting companies, has been retained by the Taiwan Ministry of Communications to study the feasibility of, and designate the priorities for, a mass transit system in Taipei.

The contract is further evidence of the growing British challenge in an increasingly competitive market which until recently was dominated by France and the state-owned Societe Francaise d'Etudes et de Realisations de Transports Urbains.

The members of British Mass Transit Consultants, led by Freeman Fox and Partners, are Halcrow Fox and Associates, London Transport International, Kennedy and Donkin, Design Research Ltd, Charles Haswell and Partners, and Sir William Halcrow and Partners.

All of these companies are members of the joint venture set up specifically to design an underground railway system for Baghdad. It is expected that William Halcrow will work on the Hong Kong Transit Railway,



This co-operation among consultants, bringing together complementary skills, is part of a widening trend in British industry as the race to win international projects work becomes fiercer.

Taiwanese plans call for a mass transit system of four lines with a total length of 87km, to be constructed by the year 2000. But there is a priority line to be completed by 1987, for which the consultants are to prepare preliminary engineering designs.

W. A. Blackburn, the Coventry-based project developer, has entered a joint venture with the Abu Dhabi National Food Company to develop a warehousing complex adjacent to Mina Zayed, the port of Abu Dhabi. Total investment will be £10m over three years.

three years.

Negotiations on the formation of the joint venture took two years. Construction will start early next year with the ultimate aim of providing a distribution base to service the United Arab Emirates and the Middle East more generally.

H. H. Robertson (UK) of Chester has won orders worth £1.5m to provide protected metal sheeting, sun louvers and ventilators for power transmission stations and the terminal of the Riyadh Water System in Saudi Arabia.

Dutch banks resume talks on pipeline

By Charles Barchelor in Amsterdam

A SOVIET delegation today starts further talks with the Dutch banks involved in the financing of a pipeline to carry Soviet gas to Western Europe.

The Dutch are keen to take 50m cubic metres of the 40in c.m. which the Soviet Union hopes to export annually over 20 years from the Yamal Peninsula.

Talks between the two sides aim to find agreement over the rate of interest to be charged on a \$15bn (£955m) financing package offered by the Dutch banks.

The Soviet delegation, headed by Mr Viktor Ivanov, Deputy Prime Minister for Foreign Trade, will hold talks with Abn-Amco Bank Nederland (ABN) and Amsterdam-Rotterdam Bank, which head the financing consortium.

It is also expected to meet representatives of the Netherlands Industry Group, which includes equipment manufacturers, which had offered to build 1,000 km of the 6,000 km pipeline.

ABN, spokesman for the banks, declined to comment on the proposed talks.

The Dutch banks earlier agreed to provide 35 per cent of the credit at 7.75 per cent. The balance would take the form of a roll-over credit with a variable rate of interest. The Soviet Union, however, insisted on the entire credit being fixed at 7.75 per cent.

The Soviet Union reached agreement with a West German banking consortium at the end of last month on a scaled-down credit package of \$4.5bn (£282m), compared with the original amount of DM 10bn.

Turkey arranges \$300m funding

BY MEN MURIN IN ANKARA

TURKEY has syndicated two loans worth \$300m (£166.8m) for trade financing.

The first loan of \$100m is in the form of pre-financing for which the Central Bank went to Arab banks, a source so far untapped by Turkey which has traditionally worked with Western banks.

The loan was led and managed by the Libyan Arab Bank, Tripoli, which also put up funds. The loan was also funded by Arab Bank for Investment and Foreign Trade of Abu Dhabi, Bank International of Paris, Arab Banking Corporation in Bahrain, Arab Libyan Tunisian Bank of Beirut, Arab Turkish Bank in Istanbul, Arab

International Bank of Cairo, Banco Arab Espanol in Madrid, Kuwait Foreign Trade Contracting Investment Company, and UBAF of Paris.

Repayment to the banks will be made by Socata Leaf Tobacco of New York for 40,000 tonnes of tobacco it will be receiving in monthly shipments from Tekel, the Turkish state monopoly. The interest rate is 1 per cent above the London Interbank Offered Rate (Libor). Repayment will be completed in one year.

Mr Yavuz Canevi, deputy governor of the Central Bank, said that this was the first case of an export pre-financing loan in Turkey. He noted that the

World Bank calls for more aid and loans

BY DAVID TONGE, DIPLOMATIC CORRESPONDENT

DEVELOPING countries around the world are likely to face increasing difficulty in attracting the aid and commercial loans they will need in the 1980s, the World Bank says.

The poorest developing countries face particular problems as most of the aid and private loans have gone to middle-income countries. Despite their overriding needs, the poorer countries have recently been attracting only 37 per cent of aid and 14 per cent of overall capital flows to third world oil importers.

Last year net aid, loans and investment flows to the developing world totalled \$75.2bn. These flows have been financing about one-seventh of all investment in developing countries. They have also helped cushion countries from oil price increases. But the bank warns that "there are now several causes for concern that were absent in the mid-1970s."

It forecasts that the external capital requirements of the oil importers will only decline slowly from the high level reached last year: this level was equivalent to 4.9 per cent of their GNP. It says that the outstanding private debt of developing countries reached \$284bn at the end of 1980, up from \$232bn ten years earlier.

The report points out that high interest rates and shorter maturities meant that last year, for each \$1 borrowed, 78 cents went to service existing debt.

It stresses that the health of the international banking system depends on the export prospects of middle income countries such as Singapore and Peru to a far greater degree than it did a decade ago.

The bank makes a strong plea for increased aid, in particular for poorer countries such as Sri Lanka and Upper Volta.

It warns: "There is no sign of current or future aid increases comparable to those which helped (low-income countries) through the mid-1970s. Workers' remittances will grow more slowly. Few will have easier access to commercial borrowings. Adjustment by slower growth is likely to become more common."

In 1980 \$36.9bn of the \$75.2bn net flows to developing countries came from private sources. The bank warns: "There is considerable uncertainty about the amount of commercial capital developing countries will be able or willing to borrow in the 1980s."

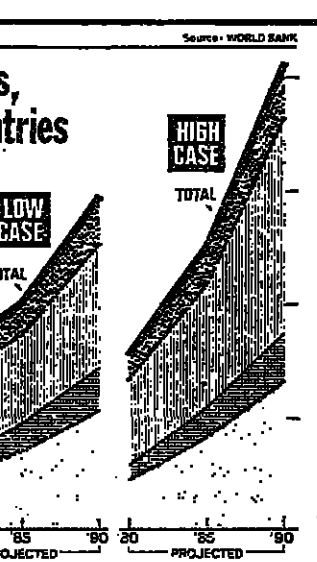
It stresses that commercial bank lending has been concentrated in a few middle income countries. At the end of 1979 eight countries accounted for 60 per cent of bank lending to developing countries. The eight were made up of three oil exporters—Mexico, Venezuela and Algeria—and Brazil, Spain, South Korea, Argentina and Yugoslavia.

Private lending has been increasing much faster than official lending. In 1970 private financial institutions held 12 per cent of outstanding private and publicly-guaranteed debt; in 1980 the figure was 43 per cent.

By contrast the share of concessional debt from governments or official institutions has fallen from 39 per cent to around 23 per cent and average maturities from 20 to 12.7 years.

Funds have also become more expensive. During most of the 1970s the 6-month London interbank offered rate (Libor) was between 5 and 10 per cent. Today it is around 19 per cent. Each 1 per cent increase in Libor adds around \$2.5bn to the developing world's debt service charges.

The bank is particularly worried about the access of poorer countries to capital markets. The low-income oil importing countries have never borrowed a net total of more than \$630m from



the private banks in any one year. Direct foreign investment has fallen in relative importance, providing only \$8.6bn to the developing world last year.

Workers' remittances, which totalled over \$13bn in 1978, are also unlikely to grow at the rates of the past.

All this means the bank is particularly keen to see an increase in aid and in the role played by institutions such as the International Monetary Fund and the Bank. Yet it says: "The level and outlook of Official Development Assistance is a cause for serious concern to the low income countries."

In 1978 Western countries contributed 76.1 per cent of the \$26.5bn aid (in 1978 dollars) members of the Organisation of Petroleum Exporting Countries (Opec) 17.6 per cent, and Socialist countries 6.3 per cent.

The report summarily dismisses most criticism of aid, saying it "lacks a basis in fact or experience." It comments: "The fact that India—once forecast to be famine-prone permanent home—has become to a considerable degree self-sufficient in food grains is due to aid and technical assistance combined with major efforts on the part of India itself."

It criticises the concentration of U.S. aid on Egypt and Israel, of Opec aid on Jordan and Syria and French aid on French dependencies. In 1978 low-income countries (excluding China) whose share of third world population was 55 per cent, received only 37 per cent of aid given by OECD and Opec members.

It calls for additional funding to support two World Bank programmes: structural adjustment lending to help oil importers adjust to increased fuel bills; and lending to help energy production in developing countries.

LICENCES SOUGHT FOR FOREIGN BRAND-NAMES

S.Korean garment makers move up-market

BY KEVIN RAFFERTY IN HONG KONG

SOUTH KOREA is reversing previous policy and encouraging the textile and garment manufacturers, the country's largest export earners, to seek foreign licence agreements in an attempt to upgrade their quality and competitiveness.

By the end of June, according to the Ministry of Commerce and Industry in Seoul, nine leading South Korean garment makers had signed licence production contracts with 11 foreign brand names. Others are under discussion.

The foreign brand names going to South Korea include Pierre Cardin, Manhattan Shirts, Society Men's Casual Wear, Cacharel Women's Wear, London Fog Raincoats, and Arrow Shirts.

In 1980 South Korea's garment

exports totalled \$2.7bn (£1.5bn), the largest single export item. The textile and garment sector accounts for 16 per cent of total exports.

South Korean officials admit that the country has lost some international competitiveness and they hope that the introduction of foreign brands will induce more advanced technology in production as well as improve international marketing experience.

The decision to allow foreign brands free access can be seen as a mark of confidence in the economy as a whole and in the ability of South Korean industry to come up to the high standards of foreign companies.

Until the late 1970s, says South Korean garment makers of foreign brands intended for the domestic market was restricted for fear it would stimulate local spending on foreign garments. Even today there is a clause that a local garment maker using a foreign brand must export the equivalent of 25 per cent of its net domestic sales.

Under the typical terms of a foreign brand name licence, the South Korean maker has to pay a royalty of about 8 per cent of total net sales to the brand name owner. Some local manufacturers have had problems in meeting the requirement to export 25 per cent, but others, like Cheil Wool Textile, which pays a 2.5 per cent royalty to Cacharel, has written into the agreement that the French maker will buy 25 per cent of the South Korean licensee's total production.

The South Koreans are trying

Africa faces further stagnation and poverty

BY QUENTIN PEEL, AFRICA EDITOR

THE ONE AREA of the world about whose prospects for economic development in the coming decade the World Bank is almost unrelentingly pessimistic is sub-Saharan Africa.

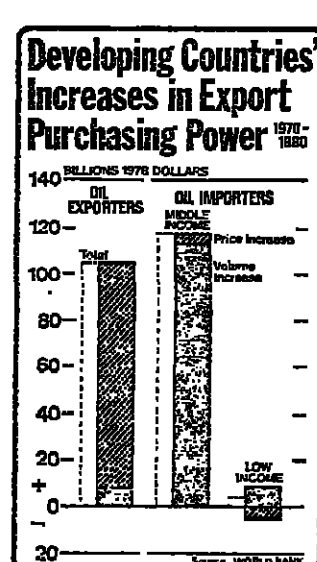
According to virtually every indicator of economic progress and welfare, African countries as a group are the world's poorest, and they are becoming progressively poorer.

Africa is the only continent where population growth has continued to accelerate throughout the 1970s, itself an indicator of the lack of development, the report argues.

In both the low-income and middle-income African states, food consumption has declined, and it was already less than half the world average 10 years ago. In spite of being overwhelmingly agriculture-based economies, most African countries have become net food importers. Indeed, 26 countries in the region, with a population exceeding 150m, report food shortages.

In terms of gross national product (GNP) per head, the poorest countries of Africa are also unique in having suffered a 0.4 per cent decline in the past decade. On the Bank's most pessimistic assumptions, they face a further 1 per cent decline in the 1980s.

Even on the most optimistic assumptions, per capita incomes in the continent's oil-importing countries will stagnate, with a forecast increase of 0.1 per cent a year up to 1990. Although their very lack of development means that African states are less dependent on imported sources of



energy than more industrialised states, they have been more drastically affected by the energy crisis.

Their lack of expertise and technical skills means they have been less able to adapt. Their economies, often dependent on only one or two commodities for virtually all their export earnings, have proved highly inflexible to adjustment. They are also facing a critical shortage of traditional fuels, like timber, which provide at least a quarter of their energy needs.

In the past decade, the report says, "African countries especially were beset by domestic problems, and could neither increase their exports, nor borrow much; they had to cut imports and endure stagnation."

In spite of its gloomy forecast, the report attempts to focus on development strategies which would alleviate the worst poverty and help countries in Africa to withstand future external economic upheavals.

It focuses on countries drastically affected by the oil crisis, declining agricultural production, and slumping commodity prices—like Zambia, Tanzania and Upper Volta—and on those which have coped best, such as Ivory Coast, Kenya and Malawi.

The report highlights key areas of concern, requiring the most urgent aid, as well as new government strategies: agriculture, training, population growth, and alternative energy sources.

Both Upper Volta and, to a lesser extent, Tanzania, are

SHIPPING REPORT Rates fall continues

BY OUR SHIPPING CORRESPONDENT

IT WAS another thumbs down week for shipping last week, with the tanker market still depressed and dry cargo rates still falling.

For large tankers out of the Arabian Gulf, rates have been slightly lower at Worldscale 22 to the West and Worldscale 27 to the East.

E. A. Gibson said it saw little scope for an improvement in the market, even with several charters—including a major U.S. group—still in the market for large tanker tonnage up to the end of this month.

For tonnage at the lower end, between 70,000 and 100,000 deadweight tons, the market has been better. Italian charterers have fixed four voyages from the Gulf to the Mediterranean at \$9 per ton.

On the dry cargo side, Denholm Coates reported another discouraging week. On the U.S. Gulf/continental

World Economic Indicators

TRADE STATISTICS		June '81	May '81	Apr. '81	June '80
W. Germany DMbn	Exports	32.4	31.3	33.6	28.5
	Imports	30.7	29.7	30.3	28.2
France FFbn	Exports	41.7	41.6	43.3	+0.3
	Imports	47.0	47.0	48.7	+0.3
U.S.A. \$bn	Exports	19.27	18.87	19.2	18.64
	Imports	22.99	21.31	23.28	19.89
Japan \$bn	Exports	12.59	12.47	12.62	10.807
	Imports	10.010	11.320	11.105	10.680
Holland Fln	Exports	13.507	13.864	14.538	12.81
	Imports	13.718	14.024	14.102	12.542
Italy Lirbn	Exports	6.192	7.160	6.436	-0.361
	Imports	9.064	9.387	7.114	7.089
Balance		-2.872	-2.122	-1.864	-1.492

UK NEWS

Howe builds up campaign for lower pay demands

BY PETER RIDDELL, ECONOMICS CORRESPONDENT

SIR GEOFFREY HOWE, the Chancellor, is intensifying his campaign for moderation of claims in the wage round about to begin.

In two separate statements at the weekend, before he left for a fortnight's holiday, Sir Geoffrey stressed that "the most important question of all is the need to sustain moderation in pay bargaining."

After the holidays this is likely to emerge as a key theme in ministerial speeches, especially as the Government faces

difficult decisions about fixing cash limits on public spending, initially for local authorities. In a letter to the British Institute of Management, Sir Geoffrey carefully avoided mentioning specific figures while stressing that the UK needed "a further period of years in which pay settlements are well below those of our main competitors."

"What we need is to make everyone aware of the link between pay and unemployment."

In an interview yesterday on

the Tyno-Tees Television programme "Face the Press," Sir Geoffrey defended the Government's economic strategy and said there was no division between him and Mr Francis Pym, Leader of the Commons, or Lord Thorneycroft, the Tory Party chairman, about the economy.

Sir Geoffrey said both of them "totally understood the commitment we have got to the policies we are following."

Sir Geoffrey is likely, however, to come under pressure this week for a change in the

balance of public spending. The all-party Treasury and Civil Service Committee of the Commons is expected on Wednesday to call for increased capital investment by the public sector.

Mr Edward du Cann, chairman of both the Treasury Committee and the 1922 Committee of Conservative backbenchers, hinted at the proposals when he said on Saturday that "there was still too much emphasis on current expenditure, too little on capital."

Not all public investment programmes need to be financed by the taxpayer. There is vast scope for using private money outside the public-sector borrowing requirement to help get the economy moving again, and without adding to inflationary pressures, Mr du Cann said in a speech in Taunton, when he urged senior members of the Government to speak in public "with a clearer and more obviously united voice."

Sir Geoffrey was cautious about the calls for higher public-sector investment in his letter to the British Institute of Management. While agreeing that there were desirable investment projects, he said: "The need is to increase the share of money already in the economy that is devoted to investment and away from consumption."

That shift in the distribution of demand is something quite distinct from the notion of refuting the economy by printing money and increasing the Government deficit. "The effect of that would be to place a further burden of crippling interest rates and inflation onto private industry," he said.

However, it adds: "Unemployment has now reached a critical level at which it does begin to have an impact on the level of certified absence from work."

The cost to the Exchequer in sickness benefit is still rising. The ORE puts the cost for the current financial year at £1.77bn at 1980 prices—

Sickness leave falls from peak 371m days

BY DAVID FISHLOCK, SCIENCE EDITOR

WORKING TIME lost through sickness in Britain has been falling by 12 to 14 per cent a year since the peak 371m days in 1978/79, according to a report today.

By the late 1970s, absenteeism for "certified incapacity" was growing at about 7 per cent annually, says the Office of Health Economics, a "think tank" of the British pharmaceutical industry.

Data are not available to confirm whether increasing unemployment has caused the fall in sick leave, says the report.

However, it adds: "Unemployment has now reached a critical level at which it does begin to have an impact on the level of certified absence from work."

The cost to the Exchequer in sickness benefit is still rising. The ORE puts the cost for the current financial year at £1.77bn at 1980 prices—

8.4 per cent of the Social Security budget. The report says the figure of 371m working days lost "contrasts sharply" with just over 13m days lost from industrial injuries and disease, and 9.4m days lost through industrial action, in 1978.

One reason given for the 1978/79 peak—34 per cent higher than the figure 25 years earlier—was a bad winter and a high incidence of influenza.

Men accounted for all of the growth in the quarter century; their days off for sickness outnumbered women's by 3.5 to 1 in 1954/55. At present, men have an average 15 days of certified absence—periods exceeding three days—a year, compared with 12 days in the mid 1950s.

Sickness absence—a review. Briefing No. 12, Office of Health Economics, 12, Whitehall, London SW1A 2DY. Price 36p

Barclays adviser urges real wage cuts to boost investment

BY PETER RIDDELL

A reduction in real wages is necessary to achieve economic recovery, Professor Harold Rose, the economic adviser to Barclays Bank, argues in the bank's new quarterly review.

Professor Rose argues that "if wages are central to the problem of unemployment, and if unemployment is an important cause of the recent riots, neither economic recovery nor social peace will be achieved if excessive wage increases continue to be granted."

Restraint of real wages is needed, with union acquiescence, he argues.

He points to estimates that real wages would have to be reduced some 5 to 6 per cent below the course of labour productivity merely to return the share of profits to its level at the beginning of 1978 and thus help to create the conditions needed for a revival in industrial investment.

The professor maintains, however, that moderation in

increases in wage rates will have little lasting effect unless the underlying sources of wage pressure are also tackled.

The real case against the monetarist policy of the Government is not that the actual increase in the money supply was slowed down too quickly—for no such deceleration took place in sterling M3 in either 1979 or 1980—but that, in giving priority to the financial aspects of its strategy, it has been too slow and too

timid in moving towards the legal reforms needed to secure a more competitive labour and housing market; reforms that are needed in the interests of the unemployed above all.

Other weekend comment focuses particularly on the trend of public sector borrowing. Stockbrokers Griveeson Grant estimate that borrowing in 1981-1982 will be about £12.5bn rather than the £10.5bn figure forecast by the Treasury in the March Budget. This is because

of a possible overshoot on spending, as suggested by April to June figures, and by likely overshoots on the employment and defence programmes.

Brokers Wood Mackenzie believe, in contrast, that borrowing is probably on course for the official forecast level. This is after taking account of the bunching of oil tax and other revenue in the second half of the financial year.

Brokers James Capel suggest that the mid-July retail prices

Mechanical engineering output expected to rise only 4%

BY ALAN PIKE

MECHANICAL ENGINEERING output is expected to increase by only about 4 per cent in the next year, against 25 per cent necessary to restore sales to 1979 volume, says Mechanical Engineering Short-Term Trends, published today.

This measure of the impact of the recession on the engineering industry in the report confirms the cautious view of the extent of any forthcoming upturn in the last quarterly trends survey for the industry in May.

Sales volume is expected to continue to fall until the New Year, and recovery then projected "seems unlikely to reverse more than a small part of the steep decline experienced between 1979 and 1981."

Figures for the first quarter show a relatively high level of both home and export orders, with total order intake almost 50 per cent up on the last quarter of 1980.

Most of this rise represents the distorting effect of large

orders for power stations at Heysham, Torness and Hong Kong, rather than a general improvement in performance.

Forecast for orders show what the report describes as a "modest improvement" in 1982.

The predicted improvement in the home market reflects an expected recovery of investment programmes by manufacturing industry in particular. No further improvement after mid-1982 is projected.

Export order intake is expected to pick up in 1982 as world trade begins to grow again. The report stresses that "the recovery we are forecasting is small in relation to the decline which has occurred since 1979."

By comparing production levels in the first five months of 1981 with those of 1979 as an indicator of pre-recession performance, the report shows that overall reduction in manufacturing production has been about 16

per cent.

Some sectors have suffered more than this.

Capital expenditure is the main source of domestic demand for mechanical engineering products. In the first quarter, volume of manufacturing investment was 22 per cent below average 1979 level.

"This slump in manufacturing investment, is the prime direct cause of the slump in home demand for mechanical engineering products," says the report.

In the 16 months from December 1979 to April 1981 employment in mechanical engineering fell by 130,000, a 15 per cent reduction.

Employment has declined at a fairly steady rate of 11,000 a month since September. Output per employee remains 5 per cent below 1975 level.

For output per employee in 1982 to return only to its 1975 level would require that employment also be between 20

and 30 per cent less than in 1975. This suggests that employment will continue to fall fairly rapidly.

Though "skill shortages" among manual workers have virtually disappeared in the recession, the survey shows that 20 per cent of companies still reported shortages of management or technical manpower.

Of larger companies with more than 1,000 staff, 50 per cent had shortages.

The report, prepared by a

working party of employers, trade unionists and Government officials, includes a study of engineering trade with Japan which shows that last year the engineering industry exported £19.8bn to all countries, of which only 1.1 per cent went to Japan. Imports were £15.4bn, with 5.3 per cent from Japan.

Mechanical Engineering Short-Term Trends—Engineering Employers' Federation. By subscription only.

Plea on gas bill payments

THE ELDERLY should be able to pay their gas bills at electricity showrooms, Mr John Heddle, Conservative MP for Lichfield and Tamworth, said at the weekend.

Addressing members of Age Concern in the West Midlands, he said: "In the light of the Government's decision to in-

struct the British Gas Corporation to sell its High Street showrooms, I urge the Government to consider the plight of tens of thousands of elderly people who are used to paying their gas bill over the counter."

He said it was vital that they had "somewhere else to go to talk over problems

Two killed after Maze death

BY OUR BELFAST CORRESPONDENT

TWO people died and several others were injured in violence in Northern Ireland after the death of another hunger striker. It happened on the eve of yesterday's tenth anniversary of internment without trial in Northern Ireland.

Mr Thomas McElwee, aged 23, died after 62 days on hunger strike in the Maze prison in Belfast, where he was serving 20 years for the manslaughter of a woman in a fire bomb attack. He was the ninth striker to die.

Republic sources said yesterday that the condition of 31r Michael Devine, on his 49th day without food, had deteriorated sharply.

More than 1,000 petrol bombs were hurled at the security forces in widespread rioting in Republican districts. Two policemen were slightly injured by gunfire in Londonderry.

The anniversary of internment, which was introduced in 1971 but later phased out, was marked by several demonstrations.

The Royal Ulster Constabulary said the circumstances of the two weekend deaths were being investigated. A 19-year-old man died from bullet wounds after shooting was heard in the Ardoyne area of Belfast. A man in his 40s was killed during rioting. Republicans claimed he was hit by a

plastic bullet fired by the security forces.

A further statement from the hunger strikers claimed the Government was wrong to argue that meeting their five demands would mean having to abandon control in the prison. If it believed that the hunger strikers would give up their protest sooner or later, then it was in for a rude awakening.

The Northern Ireland Office said it had nothing to add to the statement on Friday by Mr Humphrey Atkins, the Northern Ireland Secretary. He had dismissed a document issued by the prisoners because it showed "no change of substance" in their attitude.

Steel seeks SDP peace

MR DAVID STEEL, the Liberal Party leader, yesterday tried to defuse a row between his party and the Social Democratic Party over the share-out of seats at the next General Election.

Neither side wants to surrender to the other what it regards as the most favourable seats.

Mr Steel's call on the BBC Radio Four programme World This Weekend for the alliance to pull together was echoed by the SDP's Mr William Rodgers, one of the original members.

Mr Rodgers said: "Our standing in the polls is very high, and there is no safe Labour or Tory seat now in England, Scotland or Wales."

But Mr Cyril Smith, Liberal MP for Rochdale, who has expressed scepticism about the

alliance, warned that if the share-out was to be decided by party leaders and not locally there could be a rebellion by 300 local Liberal Associations.

Mr Steel said: "I set the impression the electors are much less concerned whether a candidate in their particular seat is a Liberal or SDP."

What they want to know is whether the two parties are capable of fielding a common slate of candidates throughout the country to give everyone the chance of voting for a completely new form of government.

"The first thing is to achieve the opportunity for everyone in the country at the next election to vote for an alliance candidate, and I stress the word 'alliance'."

Press victims' right of reply

By David Churchill

NEWSPAPERS are morally obliged to give a right of reply to people or groups they criticise, says Mr Patrick Neill, chairman of the Press Council, in the council's latest report.

The report covers the 18 months to December, 1978, when complaints rose by 11 per cent to 1,070, equivalent to an annual figure of 714.

The council adjudicated on 98 cases, upholding 45 and rejecting 53. A total of 208 complaints were disallowed, 693 withdrawn or not pursued and 24 settled by conciliation.

The Press and the People: 25th Annual Report of the Press Council, 1, Salisbury Square, London, EC4A 3DF.

Leyland's market share drops

BY KENNETH GOODING, MOTOR INDUSTRY CORRESPONDENT

THE BIG problems at BL's commercial vehicle business have been spotlighted by the latest registration statistics.

While total sales are very low, registrations of Leyland trucks have plummeted 40 per cent over the first seven months of 1981 from the same period last year—6,802 to 4,130.

And at the lighter end of the market, sales of the group's Sherpa van plunged 48 per cent over the same period, from 8,766 to 4,550.

In both sectors BL lost market share because total sales of vehicles over 3.5 tons were down 37.5 per cent on 1980 and those in the Sherpa category—purpose-built vans—down 23.5 per cent.

It is ironic that just as BL seems to have got its car business on the road to recovery, the once-profitable commercial vehicle operations should now

give cause for concern. BL faces appalling conditions in the home market. Society of Motor Manufacturers and Traders statistics show sales of commercial vans down nearly 26.5 per cent over the seven months, from 167,975 to 123,588.

And there are also the difficulties associated with exporting when the pound remains overvalued against most major trading currencies. BL has already warned the union, that something will have to give.

It told the union in May that Leyland Vehicles, the truck and bus subsidiary, was losing £10m a month and that all spending, including investment projects, was under review. Leyland broke even in the first half of 1980 but suffered a trading loss of £32m for the full year.

BL said in May it hoped economies could be found without cutting at the basic fabric of the business, but much

depends on the duration of the recession.

The slump in sales has not only hit the UK but has been overtaking big Continental markets, just as Leyland has launched its new T45 truck range there.

Sir Michael Edwards, BL's chairman, recently complained about the share of the UK van market captured by the Japanese to the detriment of the Sherpa, now produced by a re-constituted subsidiary, Freight Rover.

However, Ford's Transit van seems to be doing most of the damage. In July, for example, more than half the vans registered were Transits—3,466 out of 6,766.

Importers took over 21 per cent of the market, compared with 17 per cent in July 1980, while in the year so far the importers' share was 28 per cent, against 23.25 per cent.

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BUSINESSMAN'S DIARY

UK TRADE FAIRS AND EXHIBITIONS

Current	British Furniture Manufacturers Exhibition (01-724 0851) (until Aug 12)	Belle Vue, Manchester
Current	Joint Gifts Fair (01-855 9301) (until Aug 13)	Olympia
Aug 21-31	Motorcycle Show (01-855 1300)	Earls Court
Aug 22-26	International Craft and Hobby Fair (04252 72711)	Wembley Conference Centre
Aug 23-28	Solar World Forum—International Energy Society Congress and Exhibition (01-493 9601)	Brighton Centre
Sept 3-5	Business and Light Aviation Show (01-643 8040)	Cranfield Airport
Sept 6-9	Wholesale Jewellery Buyers' Autumn Fair (0936 2072)	The White Horse, Regents Park
Sept 6-10	Watch, Jewellery and Silver Trades Fair (01-643 8040)	Earls Court
Sept 8-10	Laboratory SI Exhibition (0799 23612)	Grosvenor House, W1
Sept 8-11	International Carpet Fair (01-839 5041)	Exhibition Centre, Harrogate
Sept 11-13	National CB Show (01-437 10021)	Old Horticultural Halls, SW1
Sept 13-16	MAB International Menswear Fair (01-405 0501)	Exhibition Centre, Harrogate
Sept 15-17	Industrial Environment Show (01-486 8339)	Olympia
Sept 15-22	International Plastics Exhibition—INTERPLAS (021-705 6707)	National Exhibition Centre, Birmingham
Sept 15-18	Offshore Europe SI Exhibition and Conference (01-549 5531)	Aberdeen Town Hall
Sept 15-26	Chelsea Antiques Fair (0727 860681)	Earls Court
Sept 20-23	London Sports Trade Show (01-353 4000)	Earls Court

OVERSEAS TRADE FAIRS AND EXHIBITIONS

Aug 24-28	International Public Works and Municipal Services Exhibition—CIVICON (01-486 1951)	Johannesburg
Aug 25-Sept 2	International Exhibition of Agriculture, Machinery and Produce (01-486 1951)	Mexico
Aug 28-Sept 2	International Fair of Consumer Goods (01-874 6034)	Stockholm
Aug 29-Sept 6	International Fair (01-734 0542)	Frankfurt
Sept 4-13	International Radio and TV Exhibition (01-546 1101)	Berlin
Sept 4-5	International Exhibition of Sports Goods and Outdoor Activities (01-439 3364)	Paris
Sept 6-12	International Autumn Fair (01-483 3111)	Leipzig
Sept 9-12	Electronic Packaging Exhibition—INTERNEPCON (01-390 6281)	Taipei
Sept 9-17	International Engineering Fair (01-278 0251)	Bрно
Sept 18-20	International Trade Fair for Tableware, China, Glassware, Cutlery and Metalware Accessories (01-204 1312)	Salzburg
Sept 11-20	International Autumn Fair (01-486 1951)	Zagreb
Sept 14-18	SE Asian Production Machinery and Engineering Equipment Exhibition (01-486 1951)	Singapore
Sept 19-20	Scandinavian Fashion Week (01-540 1101)	Copenhagen
Sept 20-23	Hardware Trade Fair (01-439 3964)	Paris

BUSINESS AND MANAGEMENT CONFERENCES

Aug 13	LCI: Opportunities for British business in the Yemen Arab republic (01-248 4441)	Cannon Street, EC4
Aug 19	Institute of Credit Management: Credit Clerks Training Day (0990 23711)	Kenington Palace Hotel, W8
Aug 24-29	National Association of Corporate Real Estate Executives: Investment Opportunities in the Northeast U.S. (Germany Tel. 4159509 bred.)	Boston, Mass.
Aug 25	Management Consultants: Training (0353-27082)	Aberdeen
Sept 3	Citizens' Rights Office: Income Maintenance and the Personnel Officer's Job (01-405 8422)	Cora Hotel, WC1
Sept 7	British Computer Society: Query Languages for the End User (01-637 0471)	Mount Royal Hotel
Sept 10	IPS: Materials for industry—present and future (0990 23711)	Europa Hotel, W1
Sept 10-12	Institute of Local Government Administrators: Employment—the Local Government Response (0206 45212)	Birmingham
Sept 13-26	Seafarers Academy: Anatomy of Shipping (0223 330451)	Cambridge
Sept 15	CBF: Introducing single status employment—what's the difference? (01-379 7400)	Centre Point
Sept 15	The Henley Centre for Forecasting: Revitalize your market thinking (01-353 9661)	London Press Centre
Sept 16-17	Financial Times: Euro-Korean Symposium (01-821 1355)	Brussels
Sept 17-18	The Economist: International Oil Supplies and Stockpiling Conference (01-839 7000)	Hamburg
Sept 17	Freight Transport Association National Conference: Efficiency in the '80s (0882 26171)	Wembley Conference Centre
Sept 17	Institute of Directors: The financial and legal implications of management buy-outs (01-639 1233)	Pall Mall, SW1
Sept 21-23	DIBC UK/Tullett and Riley: Foreign exchange and money market dealing (01-788 5126)	Great Eastern Hotel, EC2
Sept 22	IPS: Materials Management (0990 23711)	Europa Hotel, W1
Sept 22-24	IBM: Planning and control for data processing managers (01-884 5872)	Gatwick
Sept 23-26	International Bar Association: The future of London arbitration (01-639 5132)	Waldorf Hotel, WC1
Sept 28-29	MSS Computer and Business Consultants: Computer appreciation for managers/users (Worthing 34755)	Worthing
Sept 28-29	AMR International: Advanced executive secretaries (01-282 2732)	Helsinki
Sept 29	Dun and Bradstreet: More effective collection technique for credit controllers and supervisors (01-247 4377)	Cafe Royal, W1

Anyone wishing to attend any of the above events is advised to telephone the organisers to ensure that there has been no change in the details published.

Financial Times Conferences

EURO-KOREAN SYMPOSIUM

Brussels, 16 and 17 September 1981

The major address on the EEC and Korea will now be given by Viscount Etienne Davignon, Member of the Commission, Commission for the European Communities.

UK NEWS

Seeds of a million pound business

A WINDSWEEP garden nursery on the declining agricultural southern coast of the Wash is not the first place one would look for entrepreneurs of high technology.

But at Floranova, a few miles west of King's Lynn, two botanists have spent five years building up what they hope will soon become a million-pound plant breeding business, using biotechnology techniques to improve the quality and productivity of the flower seeds they produce.

Having started with almost no funds, they are now attracting the attention of the British Technology Group and other potential financial backers, and obtaining orders from big seed merchants.

The founders were at Hull University together. The chairman, Mike Hough, 36, used to work as a plant breeder for a seed merchant. He became exasperated with his employers' view that the UK could not compete with Holland and the U.S. as seed producers.

As a committed botanist, he also resented the seed merchants' tendency to regard plant breeding as an arm of the marketing department, ignoring the potential for scientific development.

Another botanist, Ed Bent, was also fed up with working for a large company, and the third founder, John Jeffery, was bored with life as a small town solicitor.

So, together with Mr Hough's wife Rosalind, a teacher, they bought a near-derelict £11,500 house with 5,000 sq ft of glasshouse space in its back garden. This became their headquarters, and Mike Hough and Bent started work breeding plants, living on money earned by Mrs Hough's teaching and by Mr Jeffery's law work.

The object was to set different goals from those of regular seed merchants by starting out to breed new plants and then place their seeds, which would be sold through the merchants.

"Plant breeding is simply a form of product development. But it can take up to 15 years to develop some plants, so we are in the sort of development cycles of businesses like pharmaceuticals," says Mr Hough.

John Elliott on a plant-breeding scheme built up from nothing



Mr Elliott, technical director of Floranova, inspects a geranium seed growing in the company's micro-propagation tissue culture laboratory.

If that makes plant breeding sound a rather slow and tedious business, Mr Hough is quick to explain the positive aspects, first of proving the UK can compete, and second of moving into the area of getting genetic answers to horticultural problems.

"There is a great excitement factor and you've got to have that, and the participation of a sort of barn-storming approach, to get really good high technology results."

Basically, Floranova has to produce seeds good enough to attract the UK's 20 main seed merchants and another 400 abroad, who already have their own sources of supplies. Its seeds have found their way into several merchants' catalogues, so it is now poised to enter the volume production business.

Surrounded by rows of plants—30,000 of them, representing 3,000 experimental hybrid varieties—Mr Hough explains: "We can't design a precise product because it's a living thing—so we need some luck."

Floranova specialises in ornamental plants, particularly geraniums, inbreeding plants to remove the variations that merchants and customers dislike, and cross-breeding to restore the "vigour" lost by the inbreeding. The seeds which emerge are then produced abroad.

More recently Floranova has moved into genetic engineering, using cloning methods to speed up the breeding process so that a new strain can be found in perhaps six months instead of up to five years.

Finding cash at the start to boost Mrs Hough's and Mr Jeffery's salaries was not easy.

"The banks thought we were just pottering about with plants. The bank managers in King's Lynn regarded plant breeding as something needing finance for a JCB digger or some other farm equipment, not funding for a five-year development programme," Mr Hough says.

So four years ago a subsidiary company was set up to generate enough cash flow to pay for research and development. Called Hough and Jeffery, it distributes ordinary house plants to houses and shops around East

Anglia, using Floranova's spare glasshouse space for storage.

This showed the banks that Mr Hough and his friends were not just eccentric, and it helped to persuade Barclays Bank to lend £20,000 to £30,000.

Barclays, he says, was "tough but supportive," and wanted too much personal security on limited borrowings.

The next stage of the company's financial development came when it wanted to switch from traditional plant breeding into the genetic mass cloning methods. It obtained £25,000 from the National Research Development Corporation (now part of the British Technology Group) to fund a three-year project.

This enabled it to recruit another highly experienced botanist, Dr Brian Eddy from Ciba-Geigy, who was made an equal partner with the founders.

Next, more money was needed to make international seeds that began to emerge from all the research. So Mr Hough last year toured City institutions, all of whom seem interested, even enthusiastically, but somehow never produced the £150,000 he wanted in the form of a loan or equity.

Time was running short if seasonal markets were not to be lost and this year he decided to go to the National Enterprise Board (now the NRDC's partner in British Technology). The NRDC's Oakwood high-risk loan scheme was launched about the same time and, within 50 days of applying, Floranova was offered a £50,000 loan.

Although only a third of what he had been asking for, this is proving enough to tide Floranova through the year. But more funds will be needed, especially if there is a crop failure.

So this unusual company now employing nearly 20 people, is well on its way to making its first profits as a breeder and producer of plant seeds providing an alternative source of supply to the established American and Dutch merchants.

Most high-technology ventures it is not doing much for the unemployment problems of its home area, but it is proving how entrepreneurial drive, business flair, plus a little State cash can usefully come together to break new ground.

LABOUR

BR seeks talks in effort to avert strike

By John Lloyd, Labour Correspondent

BRITISH RAIL is to try to avert the threatened national rail strike, now three weeks away, by opening talks with the rail unions towards the end of this week.

Mr Cliff Rose, the BR Board member for industrial relations, will telephone the leaders of the two rail manual unions which have called the strike, to attempt to establish a basis for discussions.

BR hopes the National Union of Railwaymen and the train drivers' union Aslef can be persuaded to modify their demand for the full wage increase recommended by the Railway Staffs National Tribunal.

That recommendation was for an 8 per cent increase from April 20 and a further 3 per cent from August 1.

BR will continue to insist that the second 3 per cent payment be conditional on agreement on a productivity package which proposes single staffing on trains, a common promotion structure—ending the demarcation which separates drivers from other railwaymen—and unmanned stations.

The bargaining counters on the Board's side are a flexibility over when the second 3 per cent should be paid, and on what form the commitment should take.

It is clear, however, that BR sees no room for manoeuvre over the commitment to productivity. It must ask the Government for an extra £100m to cover the estimated overrun on its £920m external financing limit (which assumes an 8 per cent settlement), and knows it will not get more to cover the extra 3 per cent without a solid promise of productivity.

It will stress to the unions that a strike would be disastrous for the rail network and for future investment programmes—mainly electrification—which are already regarded with disfavour by the Treasury.

The unions, at least in public, are maintaining a hard line on the basis of the tribunal award. Mr Ray Buckton, general secretary of Aslef, said yesterday: "We would be willing to meet BR any time on the basis of new proposals. This could be resolved by their abiding by the independent tribunal award."

Mr Buckton said indications from his union's rank and file are that members are solidly backing the strike. "That's not surprising when you consider they've slipped from number four in the wages league in 1975 to number 44 today," he said.

Mr Sid Weigall, general secretary of the NUR, the largest rail union, said: "I would hope that the board would meet us to put a better offer than we got last time. But I've put all the compromises to them I can think of, and I don't know how we can go from there."

The John Lewis Partnership also reports sales down in Royal Wedding week because of the last day's trade. Sales in the company's department stores in the week ending August 1 were 7.5 per cent down in value from the same week last year.

However, the group's food sales were up by 10.8 per cent that week, reflecting increased demand for food over the public holiday.

Union immunities battle looms as TUC takes up the gauntlet

THE TUC General Council's reception of the arguments in the Government's January Green Paper, Trade Union Immunities, is not surprising.

Although the Green Paper makes an effort to discuss the place unions in an industrial society in a balanced way the drift of its thinking, as the TUC notes, is that unions "have too much power and too few obligations, and that it is Parliament's job to correct this disequilibrium of bargaining power."

To this general point the TUC statement makes a general, sharp response, which concisely captures the deeply held view of many unions.

It says: "Trade unions are too weak, not too strong. Trade unions—especially in a period of recession—can frequently offer only inadequate counterbalancing pressure in response to the over-expanding power of huge associated companies and transnational corporations."

Moreover, the Government's pursuit of economic policies which have resulted in widespread redundancies and the re-emergence of mass unemployment has affected the bargaining influence of the unions.

This has been accompanied by a marked change in approach by some managements aimed at undermining strong trade union organisation, and there is some evidence of increasing victimisation.

More interesting than the mere fact of the rejection is the self-confident and often vehement tone of the opposition expressed in the statement—which will form an annex to the General Council's report to Congress in September—and the prospect of what form the resistance will take.

The TUC, heartened by the success of the People's March for Jobs, has been working

The General Council, already planning a full-blooded campaign against reform proposals, has issued a vehement reply to the Government's Green Paper, reports JOHN LLOYD, Labour Correspondent.

hard in the past months at drawing groups such as youth, the unemployed, women and pensioners into an alliance to fight the Government's measures. The logical extrapolation of this statement is for further legislation, and for the Employment Act, to become the focus of its own and joint campaigns.

Most of the statement is concerned with a rebuttal of the main themes of the Green Paper. Of special interest are those provisions which, Mr James Prior, the Employment Secretary, has identified (somewhat reluctantly) as likely for legislation in the coming session: secondary picketing and the closed shop.

On secondary picketing, the statement notes that the Employment Act already imposed "considerable restrictions," and that the Green Paper proposes more of the same. The various proposals canvassed in the Green Paper would mean that employees in dispute would be denied "effective support from trade unionists elsewhere," it says, or at least would be "highly restrictive and lead to complex problems in its application by the courts."

Not only would such a totally inequitable approach bring the law into disrepute in the eyes of trade unionists, but also the resulting intervention of the courts in industrial disputes about the utilisation

of legal sanctions to influence the bargaining relationship between employers and unions would dangerously aggravate industrial relations problems.

On the closed shop, the Green Paper implies that the system is a factor in the UK's poor industrial performance and notes that more successful countries have declared it illegal, says the statement.

It defends the closed shop on the traditional grounds that such arrangements cover between 5m and 6m workers, that they strengthen the union's representative capacity and that they have been negotiated freely.

On the specific issue of "union labour only" clauses—which restrict managements to dealing only with contractors who recognise unions, and is generally thought to be an area earmarked for legislation by Mr Prior—the statement says such practices "help safeguard union standards in relation to terms and conditions, job qualifications and safety and to maintain job opportunities in traditional areas for union members in face of widespread subcontracting."

Action taken against the practice could "not only have serious implications for the extension of union membership, but could also affect action on undercutting, recognition, demarcation and other issues."

Other proposals—to end the immunity granted to trade union funds to strengthen the law on picketing, to redefine a "trade dispute," to introduce legally enforceable collective agreements, to require or encourage secret ballots before industrial action, to make specific provisions against strike services and supplies and to introduce a system of positive legal rights—are turned down flat.

TUC cash appeal for jobless centres

By PAULINE CLARK, LABOUR STAFF

A NATIONAL campaign is being launched by the TUC this month to raise money and increase resources to expand its new network of special centres for the unemployed.

Employed trade unionists throughout the country are being asked to contribute £1 each to the project which aims to give practical help to the unemployed and to encourage closer contact between them and the employed.

The TUC set up the project less than a year ago but is already claiming major success with a total so far of 70 centres

across the country. Many have been set up with help from trades councils and local authorities. Some have also received assistance from Manpower Services Commission staff through the community enterprise programme.

Mr Ken Graham, TUC assistant secretary, said at the week-end that one of the main aims of the project was to "remove the wedge between the employed and the unemployed."

TUC affiliated unions were being encouraged to try to retain links with members who lose their jobs and to recruit

actively among the unemployed although this has caused some problems over rule changes in individual unions.

Mr Graham said the centres were co-operating closely with a range of voluntary organisations in their work of advising, assisting and involving the unemployed.

The centres often operated as "surgeries," giving advice to the unemployed on how to claim the social security benefits available to them, where to look for jobs and how to take advantage of training facilities.

Exhibition builders to take action on pay

By OUR LABOUR CORRESPONDENT

BUILDING WORKERS in the exhibition industry will begin industrial action this week after the breakdown of talks with employers over a pay claim.

Employers had offered a 9.1 per cent deal, but had refused to backdate it to the normal July 1 settlement date. The Union of Construction, Allied Trades and Technicians, which has about 8,000 members in the

industry, had claimed a "substantial" rise.

But action is likely to be limited. Mr Sam Reading, the operative side secretary of the exhibition industry national joint committee and a UCATT national officer, has told his members to stop work at 4 pm on Wednesdays, and will consult shop stewards on calling half-day stoppages.

All flexibility in overtime working will also be discontinued, Mr Reading said. "We will be looking for the maximum impact in order to achieve an agreement."

The union said it had agreed to conciliation by the Advisory, Conciliation and Arbitration Service, but employers had now withdrawn from the conciliation machinery.

Caravan makers 'threatened'

By James McDonald

MANY MORE smaller companies in the caravan industry will disappear and only the larger and more innovative makers will be able to put together the financial packages needed to entice dealers, says a report published today by ICC Business Ratios.

The report compares the financial and managerial performance of 99 manufacturers, traders, caravan park operators, and suppliers in the three years to mid-1980. It says that, except for park operators, profitability in the industry has been more than halved in the past four years.

European competitors must be matched on productivity, quality and price if lost market shares at home and abroad are to be regained by domestic manufacturers, the report says.

The Caravan Industry, ICC Business Ratios, 81 City Road, London, EC1, £95.

UK may order ship for nuclear dumping

By DAVID FISHLICK, SCIENCE EDITOR

BRITAIN may order a vessel next year for dumping of radioactive waste in the Atlantic, a Department of Environment study suggests.

The rise in the rate at which Britain is dumping radioactive waste at sea suggests that the Government must decide how to expand its capacity before the end of 1982. The vessel would be the first of four or five new facilities in which Britain must invest over the next 10 years.

The proposal is one of the ideas from a £10m-a-year research programme by the Department of the Environment into the management of radioactive waste. Since 1978 the department has been working on a national strategy.

The first facilities which the department foresees are for mildly radioactive laboratory trash such as protective clothing and disposable apparatus.

Several hundred tonnes of this bulky waste, embedded in 10 times its weight of concrete

and steel, are dumped each summer on the bed of the Atlantic about 2.5 miles deep.

This waste dumped is low in plutonium contamination. Similar waste, more heavily contaminated with traces of plutonium, is buried on land.

But sea dumping can take place only during a short period in mid summer. To meet the increasing demand for such dumping officials foresee several possibilities.

One would be a bigger vessel, especially equipped to carry larger amounts of waste, and in bigger packages than the present maximum of three tonnes.

A special vessel capable of transporting spent nuclear fuel when it was not engaged in sea dumping is another possibility. A third choice would be to order special equipment for fitting to a bigger cargo ship for the annual sea dump.

Because of the controversial nature of sea dumping, the Government may decide to abandon the practice and build more capacity for burying the waste.

Wedding hits use of credit

By Our Consumer Affairs Correspondent

DEMAND FOR consumer credit facilities last month fell by about 5 per cent from the same month last year, mainly as a result of the public holiday for the Royal Wedding.

The United Association for the Protection of Trade, the largest UK credit information agency, reports that July demand for credit was 3 per cent down from June.

Dr Brian Bailey, the association's director general, said: "It would seem that consumers reduced their credit spending by one day's worth in July, which is unlikely to be made up by heavier spending during another period."

The John Lewis Partnership also reports sales down in Royal Wedding week because of the last day's trade. Sales in the company's department stores in the week ending August 1 were 7.5 per cent down in value from the same week last year.

However, the group's food sales were up by 10.8 per cent that week, reflecting increased demand for food over the public holiday.

Norwegian yard wins £18m order

By Andrew Fisher, Shipping Correspondent

BLANDFORD Shipping, part of the Norwegian-based Fred Olsen group, has placed a Nkr 200m (£18m) order for two refrigeration ships with a Norwegian yard.

The ships, each with a capacity of 350,000 cubic feet, are to be built at the yard of Fosen Mek. Verksteder. The first is due for delivery in October of 1983 and the second about a year later.

The Norwegian yard will be taking on extra workers to meet the order from Blandford, which has previously placed orders with yards in both Britain and Norway.

Because of the technology to be used in the new ships, they will need a crew of only 12, far fewer than normal for this type of vessel.

Also in the market for new ships is the Indian Government, which plans to order 32 cargo vessels from foreign yards next month.

British Shipbuilders, which plans to announce a major foreign order today, is in the running for part of the contract from India, as are yards in Japan, South Korea, Brazil, Eastern Europe, Spain and West Germany.

The India ships will be used by two state-owned shipping companies, The Shipping Corporation of India and Moghul Lines. The orders could total up to \$400m.

NCB set to win deals with Finland

By Martin Dickson, Energy Correspondent

THE NATIONAL Coal Board is expected to sign agreements this week to supply 750,000 tonnes of coal a year to two Finnish electricity companies for the next three years, according to international traders.

Finland's coal imports have been hit by political upheavals in Poland. The Finns have been buying about 4m tonnes of coal a year from Poland in recent years but they only expect to get 1m tonnes in 1981.

Half of the 3m tonnes shortfall could be met by the NCB.

The Finnish deals are part of a major coal export drive by the NCB, which is expecting to sell more than 9m tonnes of coal abroad during its 1981-82 financial year, together with 1m tonnes of coke. This compares with coal exports of 4.5m tonnes last year.

The UK's relatively high production costs mean the NCB makes little or no money on its exports. But officials say the sales provide valuable cash flow at a time when the board's output is outstripping depressed home demand. Exporting the coal also saves money which would have to be spent adding it to stocks.

The first British coal to be sold to Israel was loaded last week at the NCB's deep-water terminal at Immingham,

Barclays Bank International Limited and its subsidiaries

Results for the six months ended 30th June 1981

The Directors of Barclays Bank International Limited report the following unaudited group results for the six months ended 30th June 1981.

	Half Year ended 30.6.81 £m	Half Year ended 31.12.80 £m	Half Year ended 30.6.80 £m
Group Profit	113.5	87.1	92.8
Less: Interest on Loan Capital	19.8	11.5	8.9
Profit before taxation and extraordinary items	93.7	75.6	83.9
Taxation	38.3	24.5	41.5
Profit after taxation	55.4	51.1	42.4
Profit attributable to outside shareholders of subsidiaries	10.7	13.0	9.5
Profit before extraordinary items	44.7	38.1	32.9
Extraordinary items:			
Special levy on banking deposits	(2.6)	—	—
Profit attributable to the members of the Bank	42.1	38.1	32.9
Interim dividend	0.3	0.2	0.3
Profit retained	41.8	37.9	32.6

Notes
1. The Bank is a wholly owned subsidiary of Barclays Bank Limited but has its own listed unsecured loan capital.
2. The accounting policies are as explained in note 1 on page 10 of the 1980 annual accounts.
3. Group profit includes share of profits of associated companies £12.5m (December 1980 £12.0m; June 1980 £10.4m).
4. The charge for taxation includes overseas tax of £30.9m (December 1980 £17.6m; June 1980 £33.5m).

July 1981.

This announcement appears as a matter of record only.



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BUILDING AND CIVIL ENGINEERING

Vigorous orders for Willett

HEALTHY REPORTS from Trafalgar House Group's UK building division, Willett, include boosts in industrial building and a shopping development package, totalling in all about £22m.

Redevelopment of the old Firestone site on the Great West Road in Brentford for Builders Amalgamated Company and Royal Insurance comprises an £18.5m job to be known as the "West Cross Centre".

This development will effect light industrial/warehouse units (about some 500,000 square feet) and refurbishment of the existing warehouse (amounting to 165,000 square feet), and offices and a retail warehouse covering 40,000 square feet.

Also included in this scheme

are five shops, a pub, and squash courts with ancillary social facilities. Work will be carried out on a phased basis over the next two years.

Willett is busy in Peckham with the beginning of a new supermarket for J. Sainsbury, and a multi-storey car park for the London Borough of Southwark. This £5m worth includes the construction and complete fitting out of the store, and the car park (which will be built partly over the supermarket) will be able to accommodate 700 vehicles. The company anticipates completion here in about 18 months.

Three further industrial projects are a £1.2m development for Whitbread and Co., at its Maidstone Brewery; a £6.5m in-

dustrial development for Trafalgar House (Industrial) Developments in Croydon; and phase five of the Gillingham Industrial Park complex for Grosvenor Estate Commercial Developments at £1m.

At Maidstone will be a new single storey steel framed storage depot together with modernisation and enlargement of an existing three-storey office building.

In Croydon, the company is building 127,328 square feet of factories and warehouses in 26 units.

Gillingham phase five brings the total amount of work on this development to £3.8m for Willett, and this latest contract is for the erection of 11 warehouse units in two blocks.

House costs trebled since 1973

THE PRINCE and Princess of Wales are doubtless unaware that their wedding of the century has added another £35 to the cost of a three-bedroom semi-detached house.

This four figure has emerged from a report covering Building magazine's Housing Cost Index published last week which showed that the extra public holiday affected the labour element ensuing an 0.4 per cent rise.

House building costs have now trebled in the past seven and a half years, but a celebratory note from Building is its forecast that costs are now slowing down.

In July the index topped 300 (it was 100 in December 1973), and in a year when costs have been at a standstill it was the annual building industry wage award that took the index past the milestone.

Basic cost of materials and labour (land costs are excluded from the index) needed to build the average home has increased threefold since the beginning of the index in 1973. It doubled in the first five years of its life to 1978 and, to date, has maintained an average yearly lift of 16 per cent.

The good news is that this situation is not likely to continue. This year has been significant for a flattening out of the index which actually enjoyed a fall in June because of reductions by manufacturers' and builders' merchants' discounts.

From July last year until the same month this year the housing cost index has in-

creased by 8.7 per cent against a tortuous 23.3 per cent increase during the preceding 12-month period.

This is because the annual building industry wage award in 1980 was a 20 per cent package—this year's was only 7.3 per cent.

A slow rise

Appraising the rest of the year Building predicts a slow rise in costs as the materials element is now at rock bottom while, following the annual settlement, labour costs should not increase notably.

Despite the evidence that costs are stabilising, prospects for housing output still look grey. Latest Department of the

Environment figures on private housing starts for June quarter are 8 per cent on the previous three months. Public sector housing is not far from moribund due to Government spending cuts.

Private housing fell to a peace-time low of 97,400 last year. Indications for this year's total suggest something less than 120,000—this could be the lowest figure since 1974.

Deborah Pickering

Housing Cost Index is prepared exclusively for Building by the Building Cost Information Service of the RICS. Further information on 01-353 2300.

Diving for new work

BRITISH OCEANICS' British Enterprise One is to work in the Mediterranean with Mediterranean Survey and Services as a support vessel on a deep geological survey lasting 60/80 days for Samin.

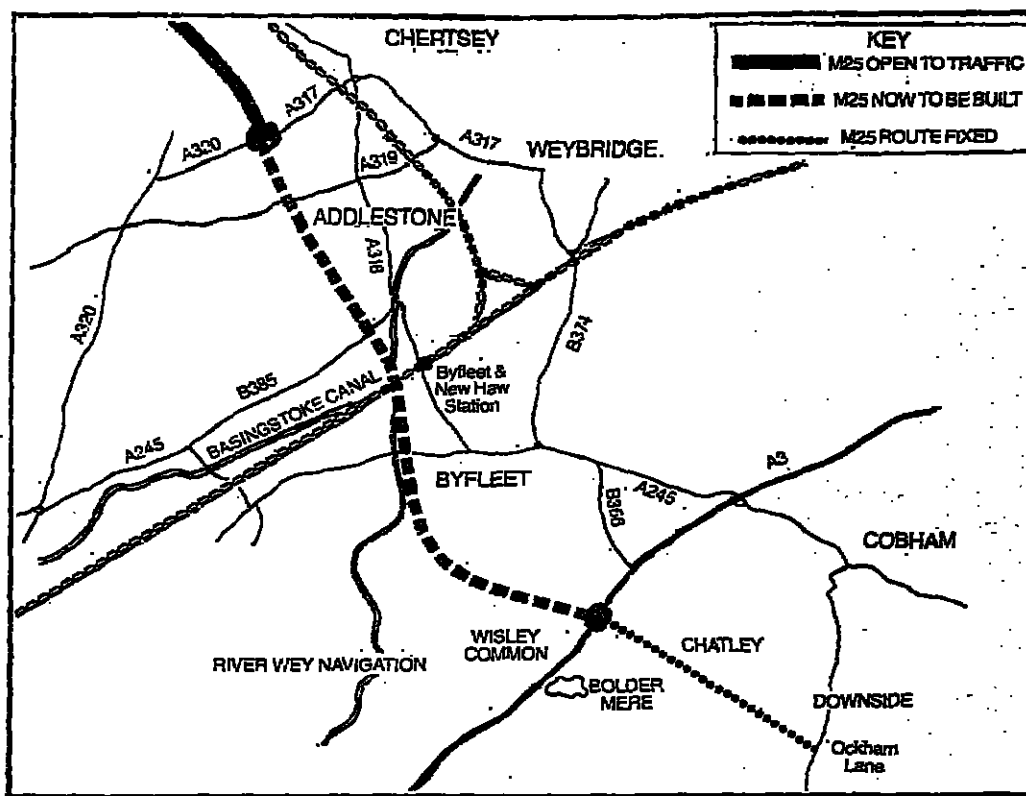
British Enterprise Two will function for air diving operations under contract to Amoco in the southern North Sea, while British Enterprise Five is currently engaged with Subsea Surveys as mother ship for the remotely-operated vehicle Consub Two under contract to British Petroleum Development.

Other vessels in British Oceanics' fleet continue in their designed roles as manned submersible mother ships for Mobil (carrying out wellhead clearance operations); completing opera-

tions for Marathon on the Brax field line; carrying out pipeline survey jobs for Texaco and British Voyager; with Shell Expro on Cormorant, Dunlin, Brent; and the FLAG trunk line inspection and maintenance contract.

Royal command

Royal Covent Garden has involved the Philip Flooring Company in an extension scheme aimed at providing improved facilities for the opera and ballet. The company is to lay two floors in the two ballet studios, the ensemble room, the opera rehearsal room, conductors' room, chorus rehearsal room, with sub-flooring to a number of these areas. The contract is worth around £40,000.



BALFOUR BEATTY is to start work soon on its £20.7m contract for a further section of the M25 between Chertsey Link Roads (St Peter's Way) at Addlestone and the A3 at Wisley, Surrey.

Expected to take about two years, this involves the construction of about five miles of motorway with dual three-lane carriageways, and the completion of the partially built interchange with St Peter's Way and the A3.

Included in the job are earthworks for the short length of the motorway eastwards from the A3 interchange as far as Ockham Lane.

Under Secretary of State for Transport, Kenneth Clarke, says he hopes that the whole of the M25 will be open to traffic by the end of 1986, and that it is planned as a high standard road of about 120 miles around London, crossing the Thames by the Rummymede Bridges in the west and the Dartford Tunnels in the east.

At present, some 70 miles are open to vehicles (or under construction) and the route for a further 26 miles has been fixed.

Mowlem £15m reservoir award

AN AQUEDUCT from the new Carsington reservoir in Derbyshire is to be constructed by John Mowlem and Company under a £15m contract awarded by the Severn-Trent Water Authority.

This is the second major award announced on the £40m reservoir scheme planned to meet the rising demand for water for three million consumers in Derbyshire, Nottinghamshire and Leicestershire.

The contract for the construction of the dam and ancillary works was let in May to Shepherd Hill for £11m. Work has already started by this company and will be phased to enable the filling of the reservoir to start during the winter of 1984.

Mowlem's aqueduct project

commences next month, when almost all of the 10 kilometre length will consist of concrete lined tunnel 2.5 metres in diameter, but about two kilometres of concrete lined ductile iron pipeline of 1.6 metres diameter will be laid across the Ecclesbourne Valley.

Work includes modifications and extensions to the existing river intake and pumping station at Ambergate.

Construction of roadworks for the scheme is nearing completion, reports the Authority,

and contractor Robert McGregor & Sons expects to finish outstanding work on the Carsington by-pass at the end of next month.

Water will be taken from the River Derwent during the winter and pumped along the aqueduct to the reservoir—in dry weather, the water will be released back into the river to enable abstraction to continue. Eventually, the 725 acre reservoir will be able to supply 52m gallons of water a day.

Reduces drab in the office

INTERCRAFT DESIGNS is offering products and design systems to increase comfort and environmental ambiances for a number of clients whose awards total more than £1.5m.

New chairs are destined for BICO's Albert Embankment headquarters (value £300,000). Baring Brothers' Bishopsgate and Cannon Street's new Scandinavian Bank's building have storage, screens and Transform placed contracts for epsilon.

London Life Association's £1m Interact System will brighten

its new Bristol HQ; Transform II, screens, chairs and storage are on the way to Ranks Hovis McDougall under a £100,000 contract, and a further £150,000 is for desks and storage for Morgan Grenfell.

Other supplies of furniture and help with space utilisation and office reorganisation are for Mobil Services, the Clerical Medical and General Life Assurance Society, Cambridge University Press, and British Caledonian Airways, Crawley. Intercraft is on 01-438 1725.

IN BRIEF

● Jobs worth over £1.5m just announced by Tottu cover the rebuilding of the Territorial Army Centre at Belle Vue Barracks, Bradford, new nursery factory units at Copple Industrial Estate, Oldham, and extension to Station Mills at Bradford for Benson Turner and Son.

● Two mechanical seminars, "The Design, Manufacture and use of Glass-steel Equipment in the Chemical and Pharmaceutical Industries," both run by Balfour are reported by the company to have been well attended and applauded by the attending delegates. Information about further seminars on 01-222 2202.

● Birmingham builder H. R. Truman reports successes in the private sector with £70,000 received for improvements and extensions, and says it has recently landed a place in the list of approved contractors for Birmingham's urban renewal scheme.

● Barratt Construction will build 54 houses at Inshes Wood, Inverness under a £1m contract from Scottish Special Housing Association.

● Henry Boot is to undertake a refurbishment project for the Boots Company new premises in Market Place, Durham. The company has also started work on a £450,000 alteration and refurbishment contract in Exeter for Arrowcraft Group on a fee contract.

● Ardex Surfaces has awarded a design and build contract (inclusive of all fees) worth £489,000 to Walter Lawrence and Son for new warehouse, batching plant and offices, together with infrastructure and landscaping at Homefield Road, Haverrill in Suffolk.

● Part of a £2m redevelopment scheme at Padstock Wood in Kent is worth £700,000 to Atcost Projects which is involved in a factory and office complex for new owner of the site, Dana Properties.

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Heathrow apron

THE FIRST phase of Heathrow Terminal Four pavement quality concrete apron whose management contractor is Taylor Woodrow, is worth £5.3m to Trafalgar House company, Cementation Construction.

Work here for the British Airports Authority consists of some 130,000 square metres of pavement quality concrete. About 85 per cent of this will be machine laid, and includes all the surface water drainage, cable pits and ducts, a water main, the hydrant fueling pipeline installation, and landscaping.

Cementation announces that this is the tenth construction project at various UK airports it has won during the last three years.

The company says this latest job is due to be completed in the late summer of 1983.

Manston's £4.5m deals

MEMBER of Espley-Tyres Property group, Leeds-based Manston (Contractors), announces new construction projects which together are valued at £4.5m.

Its most recent successful negotiation is a £3m supermarket to be built at Staveley, near Chesterfield, for William Morrison Supermarkets. Work has already started here and includes 40,000 sq ft of shop space, warehouse, filling station, two-storey administration block, and extensive car parking. Completion should be in April next year.

Other schemes are a factory extension for Dunlop Sports Company at Horbury near Wakefield; a new 40,000 sq ft warehouse for British Road Services at Knottingley; and 26 dwellings for the Headrow Housing Association at Boston Spa near Wetherby.

Whyatt's £2m's worth

CONSTRUCTION arm of the Finlay Group, Whyatt Builders, has won two schemes with a total value of £2m.

Work is underway on the conversion of existing properties in Pembroke Gardens, London W2 into 76 self-contained units for Columbus First Housing Association.

Second scheme is a new extension and alterations to existing buildings at Whitfield School, London, E17, for the London Borough of Waltham Forest.

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Abbey habitat costs over £3m

A NEW computer building is to be constructed for the Abbey National Building Society by Sir Robert McAlpine and Sons.

This eight metre high single storey structure is worth £3,017m to McAlpine and will measure 74 metres by 48 metres on plan.

The building will consist of Alconboard cladding, brick walls, and will be site built, dished and centrally heated throughout.

Environmental Partnership of Chester, will act as project manager and supervising architect. Roger Hobbs, John Conroy and Associates are the architects. Henry Cooper and Sons are the quantity surveyors, and Brian A. Morton and Partners the consulting engineers.

The contractor is starting work immediately and plans completion in mid-1982.

Colliery civils uses Monk

BARNESLEY AREA of the National Coal Board has placed a £4.3m civil engineering contract with A. Monk and Co. for work at the Redbrook Shaft situated near Dodworth.

This reconstruction job calls for main surface civils as well as some building. There will also be roads and paving, drainage and stockyard.

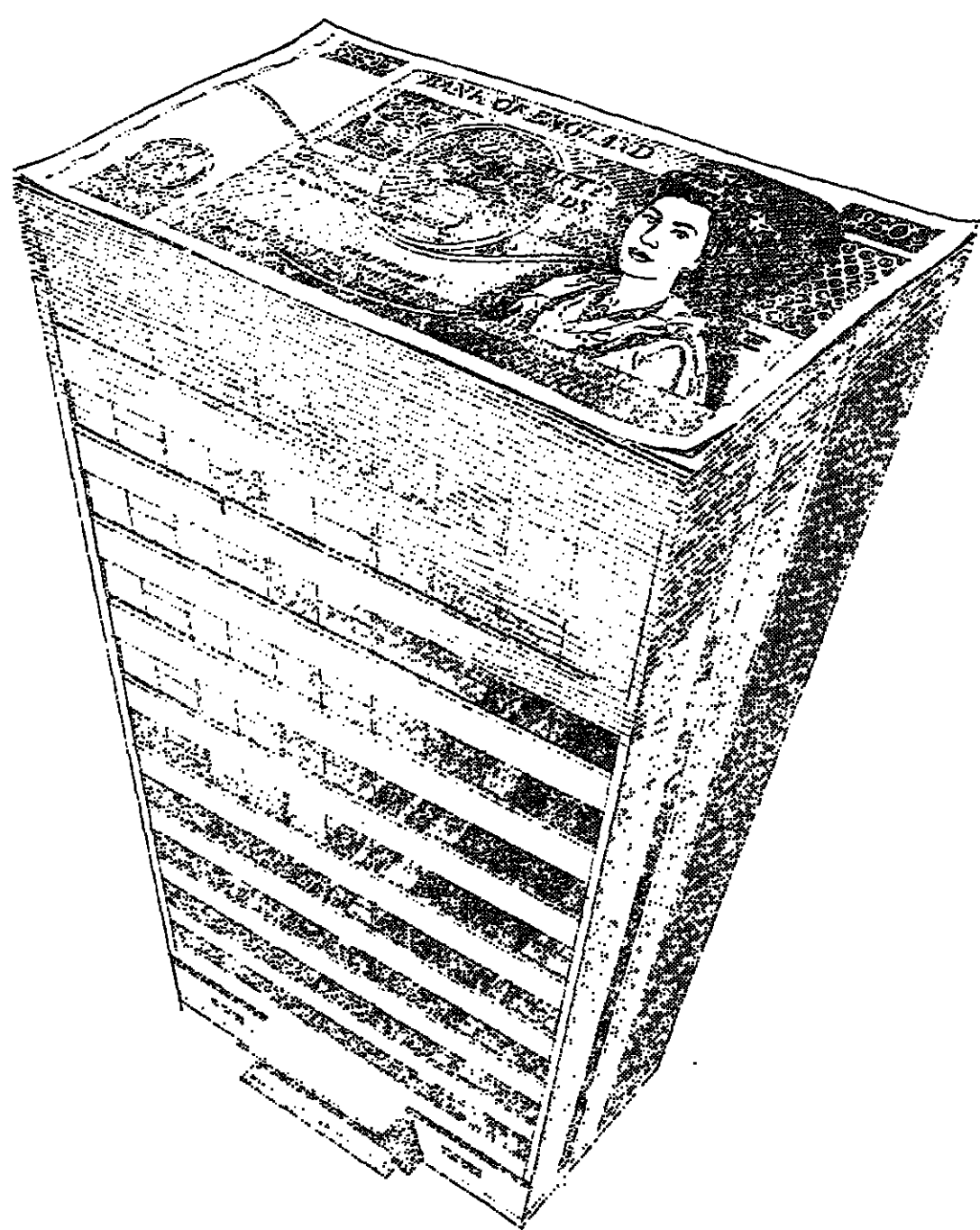
Various buildings include a windmill house, boiler house, amenity houses, weighbridge and stores.

Consulting engineers for the project are White Young and Partners with Faithful and Gould as quantity surveyors.

Clugston's new contracts

LARGEST AWARD in Clugston Construction's £2.5m new projects is £800,000's worth of extensions and alterations to the Queen Elizabeth Grammar School at Gainsborough for Lincolnshire County Council.

Another £1m is under a management contract basis with Module 2 at Cleethorpes Leisure Centre.



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FINANCIAL TIMES SURVEY

Monday August 10 1981

Ecuador

In the short rule before his death three months ago President

Jaime Roldós kindled the country's hopes for economic and political progress. His successor,

Edvaldo Hurtado, is continuing the programmes to uphold democracy and

improve the lives of the poor, though new economic problems must be faced.

Oil flow boosting nation's strength



Primary children learning Spanish at one of the new schools in the Amazon

FEW LATIN AMERICAN countries have come as far as Ecuador has come in the past decade. At the beginning of the 1970s it was known that oil would be found in large quantities in the Amazonian jungle to supplement the faltering supplies from small oilfields on the coast. In a gigantic feat of engineering an oil pipeline was thrown across the Andes from the Lago Agrio field to the Pacific port of Esmeraldas.

By 1973-250,000 barrels a day was flowing out of Amazonia. The same year Ecuador joined the Organisation of Petroleum Exporting Countries, to become the second Latin American member after Venezuela.

Oil has given an enormous boost to Ecuador's economy, which had relied until its advent on exports of bananas, cocoa and coffee for the bulk of its foreign exchange. At some periods of the 1970s the Gross National Product was racing ahead at nearly 10 per cent a year. The successive rises in oil prices have boosted the economy still further.

Today though there are fears that the oil reserves will be depleted too rapidly and the agricultural side of the economy is giving rise to worries as commentators prognosticate gloomily about the future and

the price of crude. But few will pretend that the country's economic structure is anything other than immensely stronger.

A similar process of reinforcement has gone on in the political field. This year in particular Ecuador has demonstrated a remarkable political maturity in dealing with the death in a plane crash of its young and widely-respected President, Jaime Roldós.

A decade ago the country was living up to its reputation as a place of nonsensical politics and widespread demagoguery. The aging President José María Velasco Ibarra was in the presidency for the fifth time and, lacking any political ideology other than the preservation of his own interests, and relying on his gift for spellbinding the masses, he had in 1970 assumed dictatorial powers after a period of governing with a congress.

He was overthrown by the military in February 1972 and officers ruled until, two years ago today, the military, tired, dispirited and more than a little discredited, handed over to President Roldós. In the hotly-disputed but clean elections of April 1979 he had been victorious on a Centre-Left ticket.

Roldós had been the candi-

date of the CFP or Concentration of Popular Forces, the party controlled by Assad Bucaram, his wife's uncle and the political boss of the port of Guayaquil. Ecuador's second city. The young president, at the moment of taking office only 38 years old, awoke all kinds of hopes for real democracy and progress, in a country where the average Ecuadorian was undernourished and only two children out of three children of school age found a place.

President Roldós's inauguration was attended by the Presidents of Colombia, Venezuela, Costa Rica, and by Mrs Rosalynn Carter and by the Spanish Premier. In his inauguration address, part of which he delivered in *quichua*, the language of a large aboriginal minority of Ecuadorians, he said: "Today we are not witnessing a routine change of power. Today power is passing to the people."

Exaggerated though those words may seem in the light of the real achievements Roldós was able to claim before his death in May, they nevertheless represented the hopes and expectations of a country which had had enough of politically incoherent military rule and which in its majority was look-

ing to the young new leader to begin to cure some of society's ills.

Sadly for the President he soon fell foul of his wife's uncle and there followed more than a year of wrangling in Congress during which the President and his opponents led by Assad Bucaram fought one another almost to a standstill. By May last year, however, President Roldós had achieved a majority in the legislature and begun to put his programme into operation. Minimum wages were raised, an ambitious education programme undertaken and abroad Ecuador became known as a country which stood out against dictatorship and favoured democratic forms of government.

Speaking on the first anniversary of his assumption of office, he outlined the 1980-84 development plan. It was to include an average annual growth rate of not less than 6.5 per cent, the investment of more than 27 per cent of the gross national product to create 490,000 new jobs and increase productivity by 2.6 per cent a year. Wages were to rise from 35 to 40 per cent of the GNP and the real value of exports was to go up substantially.

By Hugh O'Shaughnessy
Latin America Correspondent

while domestic savings were to finance not less than 85 per cent of investment.

Three days later he decreed a 40-hour week for workers. A week after that the Agrarian Reform Institute announced that it had made over 210,000 hectares to nearly 12,000 peasant families.

But by the end of August last year storm clouds had begun to gather round the Government as oil prices softened and the country was unable to maintain the minimum selling price it had set itself. The financing of the budget was seen to be in danger from a shortfall in oil revenue. Popular unrest at the economic crisis led to noisy demonstrations in many cities over the rest of the year.

In foreign affairs tension with the U.S. resulted after the Ecuador Navy captured 12 Californian fishing boats operating illegally in Ecuadorian waters, and by the end of January fighting had broken out over the southern border with Peru.

Further troubles came when President Roldós seized the opportunity of the war to triple the price of oil products from their ridiculously low levels and was rewarded on May 13 by a general strike. On May 24 he was dead.

The vice-president took over smoothly and political life has continued down its stony and tumultuous Andean course. President Hurtado, a highly intelligent academic with a masterly grasp of the problems of his country and enough realism to have announced to his people already that they could not expect miracles from him, is serving out the remainder of the Roldós term, as his opponents conspire to stymie his policies.

What may seem a bleak account of the last two years of Ecuadorian politics is in fact a success story. Despite the difficulties of the period there were no challenges to constitutional rule from the military; no ambitious general tried to seize power on the pretext that he

could do it better than the people's choice.

The governments of both presidents have been forbearing enough so far to allow their opponents to express themselves as vocally as they choose. In the two years of civilian rule Ecuadorians have achieved a taste for and the habit of parliamentary rule. From being a demagogic chaos the country's politics since 1979 have become a great deal more coherent and logical, with Right, Centre and Left represented in the legislature in proportion to the following of each in the country.

Both presidents have laid great emphasis on education which must surely be the *sine qua non* of any serious effort to improve the situation of those millions of people who live below the poverty line. There has been real debate about how the Government's revenues should best be used.

Economically, the past two years may not have been the happiest for Ecuador—though there have been many more unhappy years in its history. Politically, they have been highly important, marking as they did the moment when a country came to its senses about the way it should be governed.

BASIC STATISTICS

Area	226,000 sq miles
Population (1980)	8.35m
GNP (1980)	\$11,027.6m
Per capita	\$1,320.7
Trade (1980)	
Exports	\$2,580m
Imports	\$2,170m
Exports to UK	\$8.8m
Imports from UK	£30.8m
Balance of payments (1980)	—\$525m
Foreign exchange reserves (May 1981)	\$685.8m
Crude petroleum exports (1980)	\$1,261m
Proven oil reserves (1979)	1,100m barrels
Crude oil output (Jan-May 1981)	32.1m barrels
Crude oil exports (Jan-May 1981)	18.8m barrels
Gas production (Jan-May 1981)	5,420 cu ft
Currency: Sucre	
£=28.61 sucres (free rate)	
\$=53.22 sucres (free rate)	

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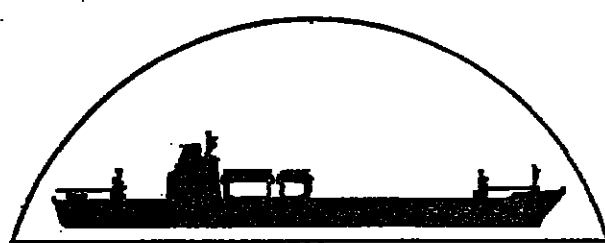


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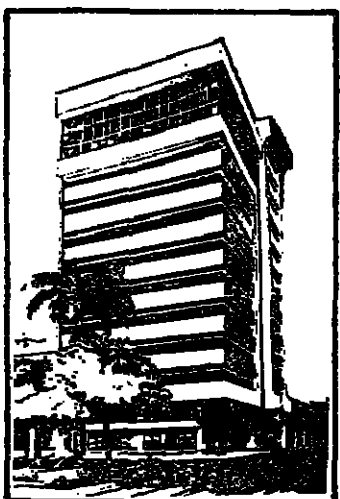
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ECUADOR II

Suspicion behind foreign relations

"IT CAN'T be a coincidence. The day after Reagan took over, the Peruvians attacked us. Only a few months later President Roldós was killed in an aeroplane crash and that put an end to human rights policies which had been highly embarrassing to the new government in Washington."

The words of an Ecuadorian who until recently was one of his country's most senior diplomats reflect the fear and suspicion that are clouding discussion of Ecuador's relations with the rest of the world, or at least with its neighbour to the south and with the U.S.

It must be said immediately that no hard evidence has been found for any particular skulduggery relating to the January war with Peru on the border issue, or to the death of Roldós, who was 40 when his plane hit a mountainside on May 24. The remarks merely reflect a little malaise about foreign relations.

The brief war with Peru, which started on January 22 when the Peruvians bombarded positions occupied by Ecuadorian troops in dense jungle on the undemarcated frontier on the Condor mountain range, produced a trauma in Quito.

Squabbling over the border between Ecuador and Peru has been going on since the first days of independence at the beginning of the 19th century. The worst incident this century was in 1941 when the Peruvians, impatient with ceaseless complaining by Ecuador, pushed northwards on both sides of the Andes in an effort to teach Ecuador a lesson.

Ecuador was in no state to resist, having had 23 governments in the previous 16 years and voting a military budget less than one-twelfth of Peru's. A worried United States, anxious lest war in South America detract from the bigger engagements elsewhere, hurriedly moved to impose a modus vivendi on the two countries which ended with the Protocol of Rio de Janeiro.

Under the Protocol the boundary was drawn very much along the lines Peru had favoured. Most of it was later marked out by boundary posts though in the impassable Condor region difficulties arose and no boundary posts were installed.

It later transpired that in this unexplored area three rivers existed where the boundary was supposed to run on

the watershed between two rivers. Where, the Ecuadorians asked, was the line therefore to be drawn?

As Peruvian guns and aircraft strafed the newly concreted defence positions of the Ecuadorian army at Paquisha and other line outposts on the Condor range this year the U.S. and other Latin American countries moved fast, as they had done in 1940. A ceasefire was arranged by the Organisation of American States on February 3 and there has been a tense calm since, a calm which at the beginning was punctuated by exchanges of insults between leaders in Ecuador and Peru.

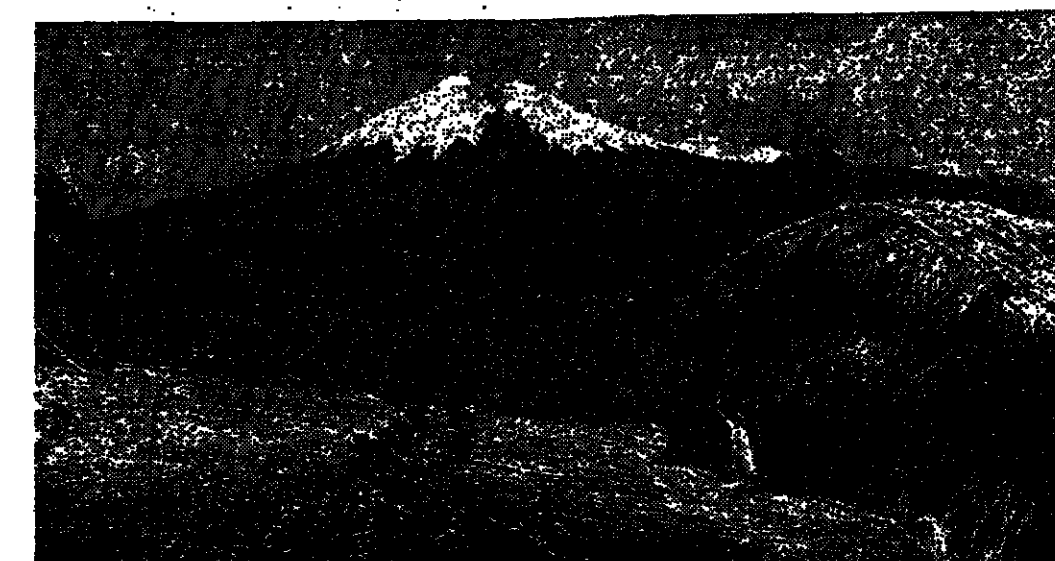
The tragic death of President Roldós in May raised hopes that President Hurtado, his successor, would be able to make a new initiative on the border question with the Belaunde government in Peru and there are still those in Ecuador who feel that the time is ripe for the country to give up its claim to large stretches of the Amazon jungle, right down to and including the city of Iquitos, in exchange for secure and firmly demarcated borders.

The frontier question was known to have been one of Osvaldo Hurtado's principal priorities while he was still vice-president before President Roldós's death.

The trouble lies in the immense pride Ecuador takes in the fact that the Amazon, the world's greatest river, was discovered from Quito in the 16th century.

The wall of Quito Cathedral bears a big stone plaque announcing the discovery of the Amazon as "the glory of Quito" and all stationery bearing official correspondence bears the motto "Ecuador has been, is, and will be, an Amazonian country." A great deal of national face-saving would be involved, in any adjustment of Ecuador's claims to Amazonia, not least because the territory has gone from being something of an economic wasteland to the potential site of immense new oil riches.

This year's hostilities with Peru had all sorts of side effects on Ecuador's foreign policy. During February the Foreign Ministry let it be known that Ecuador was con-



The volcano Cotopaxi, 19,500 ft. The Andes chain and dense jungles of the Amazon dominate Ecuador and much of the country remains untamed.

sidering withdrawing from the Andean Pact, a move which assuredly would have brought that grouping to the brink of collapse. Any desertion by Ecuador would have cut off Peru and Bolivia—the latter at best a reluctant member of the Pact—from Colombia and Venezuela to the north.

Another unlooked for result was a boost to the somewhat faltering relationship with Israel. Since the founding of the State of Israel Ecuador had always been a close ally. As its own weapons industries developed it grew closer to the Ecuadorian military.

Israeli experts have helped with major agricultural developments and Ecuadoriana, the national airline, is maintained and serviced with Israeli help. Not even Ecuador's entry to Opec in 1973 made any significant change to a solid relationship with Tel Aviv.

It was only President Carter's veto on the use of U.S.-designed jet engines in the Israeli-built Kfir aircraft which prevented Ecuador's air force from buying these machines to balance the Russian-built Sukhoi jets acquired by the Peruvian Air Force.

With Mr Reagan's lifting of

restrictions on sales of Kfirs it is expected by many observers in Quito that Ecuador will not be long in buying the Israeli jets. At the time of the war with Peru, Israel did itself much good in Ecuadorian military eyes by quickly shipping in much-needed munitions.

Whether the help in January and the likely sale of new jets will be able to counterbalance Ecuador's drift towards greater sympathy with the Arab cause is a matter for conjecture.

In difficult economic conditions Ecuador is looking more and more for help to the financial muscle of the Arab partners in Opec.

Kuwait, with Shell, has expressed interest in helping in the urgent task of finding more oil. Iraq has installed an embassy in Quito and Ecuador is planning missions of its own in Algeria and the Gulf. Moreover, Ecuador, which sees itself the victim of incursions by its southern neighbour, is troubled by the aggressive policies of Premier Menachem Begin towards Lebanon.

It cannot condone, and has indeed criticised, Israeli actions in Lebanon so that the lesson is not lost on Peru. The Arab-Israeli tug of war in Ecuador goes on relentlessly.

Meanwhile, the succession of President Hurtado to the leadership of the country in place of the late President Roldós has brought on changes of emphasis in foreign affairs. Roldós considered himself a left of centre leader, close to but not a formal member of the social democratic camp. He supported the government of Nicaragua, was biting in his criticism of the regimes in Bolivia and El Salvador, and he gave his direct personal support to the movement to defend human rights in Latin America in general and southern South America in particular.

During his presidency Quito became the seat of the newly formed Latin American Association for Human Rights of which he was honorary chairman. President Hurtado takes a different approach. He after all is a Christian Democrat, a leading member of the Christian Democrat regional organisation ODCA and the world grouping based in Rome, UMDC. The Christian Democrats have been no fervent supporters of the human rights movement and in Latin America have seemed more at home with President Reagan's conservative foreign policies than they had been with Mr Carter's policies.

It has not been surprising therefore that the present leader has not sustained his predecessor's support to human rights movements and has modified President Roldós's enthusiasm for the Nicaraguan government and the opposition in El Salvador. Desperate battles are understood to be going on within the Foreign Ministry between those who support an expression of Ecuadorian solidarity with the Duarte government in El Salvador and those who see it as a sellout of the Roldós line.

President Hurtado is believed to have promised to make no commitment to President Duarte until his forthcoming visit to Brazil in October. President Duarte's opponents in Quito hope he will no longer be in power in San Salvador by that date.

H. O'S. Hugh O'Shaughnessy

Race on to produce more oil and gas

THE RACE is on in Ecuador to produce more oil and gas and use less. A government-commissioned report from the Higher Energy Council, at the beginning of the year, revealed: "The consumption of hydrocarbons has risen and continues to rise at an explosive rate which leads one to forecast that if these present rates of consumption growth and the current production figures are maintained, Ecuador in a few years' time will be a net importer of petroleum."

Few people want the country to be the first member of OPEC to import more oil than it exports. The Government therefore is doing what it can to find more oil and gas and push up crude production from the current level of about 220,000 barrels a day.

Even the most nationalistic-minded expert in a country which is often very nationally minded indeed, favours the recruitment of the skills of foreign oil companies to the task of exploration and development. While CEPE, the state oil company, will remain in the dominant position in the industry, industry figures agree that it is as yet too inexperienced to find and develop on its own the hydrocarbons which are suspected to lie on both sides of the Andes and in the offshore waters.

Ecuador is not, however, on the list of countries favoured by the world's bigger oil companies for, they complain, previous governments have been too haphazard and carefree in setting and enforcing the conditions attaching to their operations in Ecuador. Texaco's experience in its Amazonian partnership with CEPE is supposed to have been very good and the Ecuadorians, it is whispered, still have to pay the last \$1m for the construction of the trans-Andean pipeline to the Pacific port of Esmeraldas.

The Hurtado Government is therefore starting to lobby the legislature with its ideas for more favourable terms which could attract foreign oil companies back to Ecuador and seek new oil fields.

This process will take until the end of the year to pass into law, says Sr César Robalino, the Finance Minister. Others say it will never go through but will be stymied by disabliging legislators.

Meanwhile, CEPE is painfully going on with its own prospecting on land and offshore, held up by the world rush for drilling rigs. So far this year nine new wells have been sunk and, CEPE says, 15 more will be completed this year, a much better total than the eight which

were completed in the whole of last year. In addition eight wells will be reconditioned in Amazonia this year against only one last year while 15 will be attended to in the coastal fields compared to 10 last year in that area.

The Gulf of Guayaquil, the subject of long litigation with a private prospecting company in the time of the military government, will be drilled if CEPE can find a spare ocean-going rig.

Work continues to process increasing quantities of crude in Ecuador, either at the existing refineries or at petrochemical and fertiliser plants. CEPE's refinery at Esmeraldas has a capacity of 55,000 barrels a day which it is planned to enlarge successively to 70,000 b/d and 90,000 b/d.

Atahualpa, a site near Guayaquil, has been selected for a new oil complex to include another 95,000 b/d refinery to produce gasoline, naphtha and propylene which will be added to two petrochemical complexes costing \$615m and \$100m respectively.

From the gas coming from the Gulf of Guayaquil ammonia and urea, 1,000 tonnes per annum of each, will be produced at the port of Posorja from 1984 onwards.

As mentioned elsewhere, the late President Roldós made a politically brave but economically vital move in February by tripling the cost of petrol and other oil products. Before the February increases Ecuadorian products, at around 15 U.S. cents a gallon, had been only half the price of similar products in Colombia and Peru, a fact which led to widespread petrol smuggling into those two countries from Ecuador.

The cheap oil price similarly led to uneconomic uses of oil fuels in energy generation. Three-quarters of all power is oil generated. Next year, however, the first \$500m stage of the large Paute hydro-electric scheme should be turning out 500Mw of power. That is to be followed by three further stages to produce a total of 1,150Mw more from new dams and power houses.

Further down the line are the Agoyan (150 Mw) scheme and the Coca project, which will include five separate dams to produce a total of 3,570 Mw.

With the completion of such schemes, the Energy Council hopes that the balance will be righted between petroleum, which constitutes presently 27 per cent of the energy resources of the country but which provides 71 per cent of local consumption, and hydro-energy

which constitutes 70 per cent of available resources but provides a mere 2 per cent of local consumption.

In the meantime Ecuadorians will be looking anxiously at production levels in the Amazon oilfields. Two of the most important, Lago Agrio, the first producer, and Sacha, which in 1973 was the biggest, are showing signs of exhaustion.

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ECUADOR IV

Galapagos—taking care of the humans

"THE FATE of the Galapagos Islands will be decided over the next two years," says Sr. Jose Villa of the Charles Darwin Station. "Up to now everyone has thought of saving the Galapagos in terms of saving giant tortoises and iguanas—but this is not the main problem."

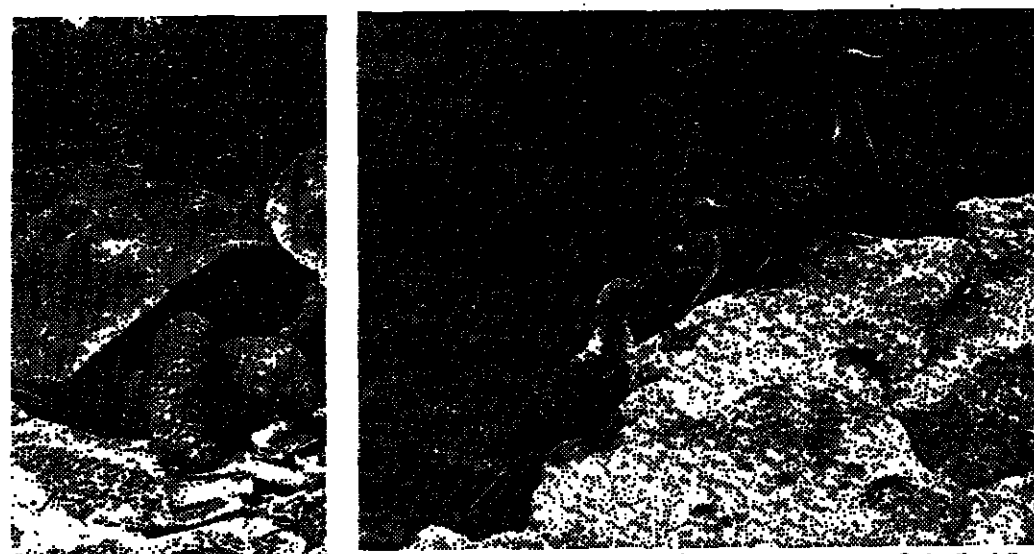
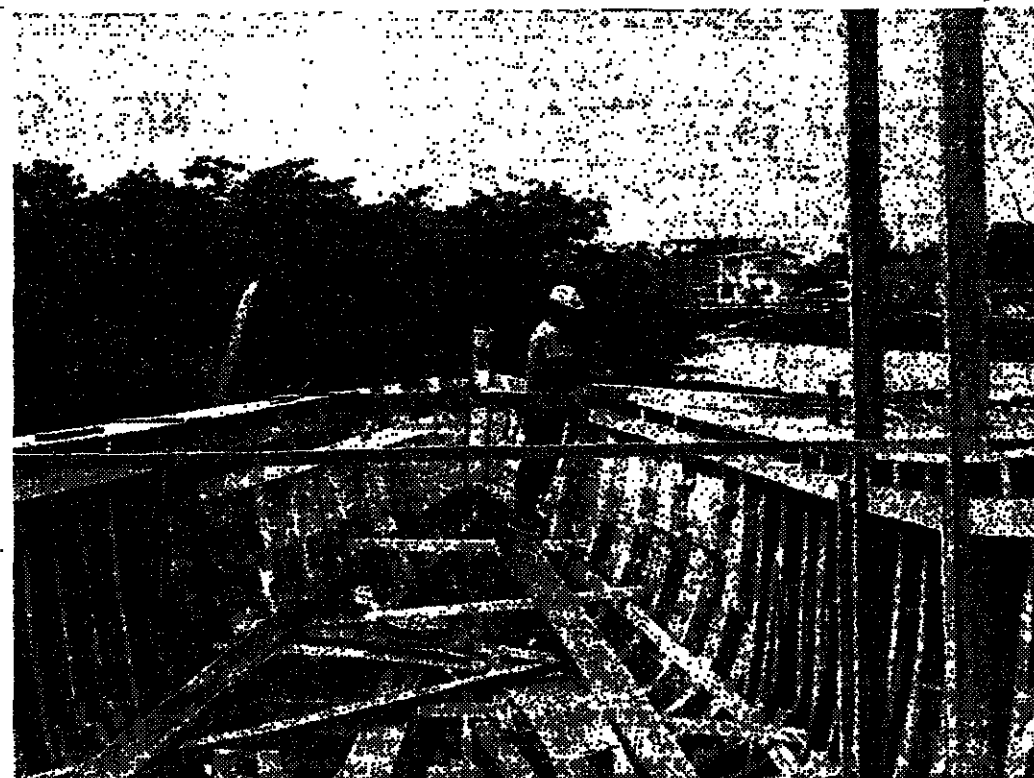
Indeed it is not. The islanders themselves are resentful that they receive less attention than the iguanas and the ubiquitous blue-footed booby, and it is only recently that the Darwin Station and government institutions have begun to face the problem of harmonising economic development and conservation.

International ecology lobbies have been strong on raising funds to protect endangered animal species, but since last year a local Galapagos institute has the budget to tackle human needs, and the powers to lay down a master plan for the 18 islands which form the archipelago.

The Galapagos—named after the giant tortoises—lie 600 miles off Ecuador's coast astride the equator. Over the centuries they have been the haunt of buccaneers, whalers, naturalists and eccentrics. Ecuador at first valued the islands so little that several attempts were made to mortgage them to foreign powers. Fortunately for today's tourist income, one such transaction—a 99-year lease for \$15m to the United States—was scotched after popular consultation. When the U.S. did occupy the Galapagos, it was for a short period following the attack on Pearl Harbour, and an airstrip was the legacy.

The behaviour of the island's early visitors is enough to make conservationists shudder. In 1812 Captain David Porter of the U.S. Navy reported that he loaded 14 tons of tortoises, and that whaling ships normally took on two or three hundred of the creatures—weighing up to 500 pounds each—because they could live for several months without food. He also described the amusement his crew derived from killing tame doves and iguanas.

Charles Darwin, travelling as a naturalist on the voyage of the Beagle in 1835, was not the first to wonder at the strange animals he found in the archipelago, but he was the first to link them with the origin of species. Although Darwin's book of that name did not come out until more than 20 years later, his field notebook was full of questions about the "remark-



Top: boatbuilding on one of the islands and (above) a giant tortoise at the Darwin Station and blue-footed boobies, two of the islands' strange species

able differences in the inhabitants of the different islands" and "the perfect gradation in the size of the beaks" of the finches. As to the giant tortoises: "These huge reptiles, surrounded by the black lava, the leafless shrubs and large cacti, seemed to my fancy like some antediluvian animals."

The islands are of volcanic origin, and occasional eruptions still shake them, spewing molten lava. As Darwin first supposed, the archipelago almost certainly has never been connected to the mainland of South America, and the seeds of plant and animal life must have been carried by wind and ocean currents—animals could have ridden on matted vegetation, birds probably flew there. The cool Humboldt Current may have brought penguins and fur

seals from the far south, while a warm current from the west allows brilliant tropical fish to flourish.

Thanks to their isolation and forbidding rocky shores, the islands had only 70 people living on them as late as 1940—now there are 4,500. By the time tourists started flooding in a decade or so ago, the Darwin Station, on Santa Cruz, was already an established research centre, and nine-tenths of the islands had been placed under

National Park protection. But enormous damage had already been done—partly by humans, even more so by the animals they introduced: wild goats, pigs, dogs and cats. Much of the current conservation work is geared to countering their ravages. Dogs and pigs prey on newly-hatched tortoises, as well as land iguanas and birds' nests. Rats eat tortoise eggs, and goats compete successfully for the same vegetation as tortoises.

Cats have been stamped out on some islands—more than 1,200 were shot by park officials last year—and tortoise eggs are taken to the Darwin Station to hatch. Once the tortoises are able to resist attacks by dogs, they are returned to their island of origin. At one time there were 14 sub-species of giant tortoises, but only 11 have outlasted the ravages of sailors and animals. On Santa Cruz only one species survives.

Four-fifths of the islands' inhabitants live on Santa Cruz and San Cristobal—the latter is the main administrative centre. Isabela, the biggest island at 4,500 kms, has about 500 colonists and some of the richest farmland and healthiest cattle in Ecuador. The settlers include Norwegians, Germans, a farming group from Ecuador's mainland province of Loja, and ex-convicts who stayed behind after the penal colony on Isabela was closed down in 1958. More recently, so many Ecuadorians have been attracted to the islands that the authorities are looking for ways to limit immigration by, for example, prohibiting the use of land for newcomers.

Ecuador's government takes the future of the Galapagos very seriously, and a special commission which recently studied the effect of tourism on the island's ecology is being given carte blanche to draw up extra controls. At the same time the Galapagos Institute, the Darwin Station and the National Park are working out a plan detailing the number and frequency of tourists visits that each site can take. Some 20,000 people visited the archipelago last year—well over the official limit, but not, according to Sr. Villa and other experts, enough to cause problems.

Relatively few sites are easily accessible and National Park guides are supposed to keep tourists on well-marked paths as well as stopping them from throwing litter and disturbing nesting birds. The freelance tourists are most difficult to control—but they are use local hotels, restaurants and boats. Islanders point out that cruise ship tours, taking up to 90 passengers picked up direct from the airport or in the part of

Guayaquil, contribute little more than the National Park tax to the local economy.

Tourism is centred on Puerto Ayora in Santa Cruz. Hotel facilities range from a \$2 bunk to a \$25 room with bath—cheap considering that most construction materials have to be shipped from the mainland. The boats are not so cheap—from \$40 up to nearly \$200 a day—and some are extremely uncomfortable, much to the annoyance of Europeans who have paid heavy air fares and for the hire of a "luxury yacht."

National Park officials plan to control the boats more closely and ensure that every tourist arrives with a set programme—in July and August the pier at Puerto Ayora is lined with disconsolate travellers looking for transport. This should benefit the tourist. To leave Santa Cruz without seeing any other islands is to miss the magic of the Galapagos—the weirdly-sculptured volcanic landscapes and the extraordinary variety of unique flora and fauna.

Transport between the islands is slow (it takes up to seven hours from Santa Cruz to San Cristobal), unreliable, and expensive, and even the trip to the airport from Puerto Ayora involves two buses and a boat.

Though there is no real poverty on the Galapagos, and the islanders are very much their own masters, "this is by no means Paradise" as one inhabitant puts it. Prices are high, and every gas tank and beer bottle has to be shipped back to the mainland for refilling. Citrus fruit, avocados, coffee and sugar cane are grown locally but often have to be given away because transport services to larger markets are so poor.

Cattle are shipped by a horrifyingly primitive method. The animals are pushed into the sea, lashed to the side of a small boat which drags them out to the cargo vessel, and then hauled on board by their horns. Many die before they reach Guayaquil.

The first task of the Galapagos Institute has been to find out what its \$5.5m budget should be spent on—and everyone has different ideas. Transport is obviously one of the priorities, and drinking water another. But while some islanders want a better health service, others prefer an airport which would give quick access to a Guayaquil hospital. As a result, the Institute has begun building an airport on Isabela, with the likelihood that this will become another tourist centre.

Most people would like a share of the tourist pie, but fortunately both the authorities and the tourist industry itself are only too aware of the danger of killing the golden goose.

Sarita Kendall

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Profile: Andres Vallejo

TO LISTEN to Ecuador's conservative businessmen, anyone might believe that industry is on the verge of collapse, that banks are being forced to close their doors all over the country and that the Government is responsible for international cocoa prices.

Fortunately, says Andres Vallejo, manager of the Banco Popular, these aggressive traditional voices do not reflect the opinion of most people in the private sector, and anyway they are wrong. "I'm optimistic. The situation is complicated and there are two particularly serious problems—exports and the budget deficit—but they are not problems without solutions."

The Banco Popular, founded 26 years ago when there were few banks in Ecuador, ranks among the top five in a sector which took off during the 1970s as a result of the oil boom. Sr. Vallejo has played an important part in building up the bank's reputation and giving it a solid progressive image.

He shakes his head dubiously at rumours of banks going out of business, and says activity is simply returning to normal after a few years of extraordinary growth in financial organisations. Current problems include a reduced cash flow and

restricted credit, which has led local industry to borrow abroad at high interest rates, putting up costs.

"This country has so many possibilities," President Hurtado is intelligent and balanced. He is very realistic and will not take any extreme measures. This is a special government in a weak political position and it can't offer solutions without support in Congress." Sr. Vallejo is confident that such support will be forthcoming and that things will calm down after today, the day when Congress resumes ordinary sessions and elects its new president.

Sr. Vallejo is an active member of the democratic Left, a party which has played a crucial part in Ecuadorian politics over the past two years, particularly in resolving feuds between Congress and the Presidency. Once again the party is involved in the attempt to build a majority coalition to ensure that progressive legislation is approved by Congress.

Sr. Vallejo is on the democratic Left's political committee, as well as the national executive committee, and he is also vice-president of Quito municipal council.

S. K.



Many of Guayaquil's slumdwellers live in shacks built on floodland or on stilts over the river. Above, a bulldozer fills in a flooded area with crushed rock

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A Management Report by Margie Lindsay

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ECUADOR V

Emphasis on schooling and literacy programmes

ECUADOR'S education policies have changed drastically since the days when universities demanded certificates proving that the applicant was legitimate and "of pure blood." Now state universities are open to anyone, no entrance examination is required, and students spend a major part of their time in university or national politics.

University education has grown faster than any other level, with the number of students increasing by nearly 25 per cent a year in the 1970s. At the other end of the scale, enrolment in primary schools has been rising at an annual rate of 4.4 per cent.

The middle and high income groups have more and more years of education, while the poor continue with very few. A situation which reflects the huge inequalities in Ecuador's society and tends to reinforce rather than reduce them. Such is the national plan's analysis of the most glaring injustice in the education sector, and the basis for this government's emphasis on primary schooling and literacy programmes.

The problem is not simply the number of children—especially in the countryside—who never start school, but the number who drop out, and the high percentage repeating each grade. Some 30 per cent of rural children aged six to 11 are not in school, and of every 100 who do begin first grade, six years later there are 76 urban children and 83 rural children in sixth grade. Many rural primary schools do not even reach the sixth grade, and about half of them have only one teacher juggling several class levels at the same time.

Although public education theoretically is free, there are enough requirements to make it a financial burden for a family with five or more children: shoes have to be bought, books, paper and pencils supplied, and many extra items come up during the year—for example, costumes for an independence day parade, contributions towards the upkeep of the school or educational trips.

Weighted against the usefulness of a child at home—feeding the animals, looking after the youngest members of the family, welding a pick—the cost is significant, especially in communities where reading and writing are seen as a luxury, not essential to survival.

The growing importance given to education is reflected in budget allocations: in 1964,



Broadcasting on the Shuar radio school. Those who complete primary school retain their skills

education took 17 per cent of the national budget; in 1974 this went up to 26 per cent and the proportion is now over 30 per cent. Until the Roldos-Hurtado government took over, the primary schools' share of education spending was falling off—from 52 per cent in 1964 to 48 per cent in 1974, while the secondary allocation was rising—28 per cent in 1964 to 37 per cent in 1974.

For the 1980-84 period the National Plan gives primary education 45 per cent of the budget and secondary education just under 30 per cent, while nursery schools, literacy programmes and other special projects are taking a larger share.

According to official statistics, 16 per cent of Ecuadorians over the age of 15 are illiterate, and of these 780,000 people more than 80 per cent live in rural areas. The central highland provinces of Chimborazo and Cotacachi have illiteracy rates over 35 per cent, as well as a relatively small proportion of children at school. In these mountainous rural communities the number of children with some schooling varies from 20 to 40 per cent, while malnutrition indices are also at their highest, often resulting in irreparable damage to the child. Quichua is the main language, and in the more isolated areas women and children speak no other.

In one of its most exciting social ventures, the Government

has launched a massive literacy crusade, aimed at cutting illiteracy back to under 6 per cent by 1984 and enabling adults to take an active part in social, economic and political decisions. Carlos Foveda, in charge of the programme at a national level, says: "Education is a basic human right, and literacy is a means, not an end."

Literacy is an easy goal, but the commitment to development is far more difficult. The best results are achieved when the teacher is chosen by the community, and can select words and topics important in everyday life. In Chimborazo, for example, about 90 per cent of those involved in the literacy programme can speak quichua and lead discussions in both languages.

Reading and writing are taught in quichua and Spanish at the same time, and this is an effective way of learning Spanish, according to the head of the Chimborazo programme. Quichua-speaking children in primary school often take two or three years in the first grade trying to master Spanish, but adult literacy methods bring much quicker results and there are plans to adopt the new approach in schools.

Although quichua, spoken by 2m Ecuadorians, is the most widespread native language, it is by no means the only one. Smaller groups such as the Colorados, the Chachis and the Huacran still speak their own

languages, while the Shuar Indians have a highly sophisticated bilingual education system operating in the Amazon jungle, using radio schools.

These schools started with the support of a group of Salesians, but have since been taken over by the Shuar Federation itself, and are linked into the national education system. In more than 150 centres in the south eastern Amazon region, Shuar children collect to do their lessons by radio. Primary and secondary programmes are transmitted from the federation's base in Sucumbi, staggered so that local teachers can organise more than one class at a time.

The Shuar system has had two outstanding successes: the first is that the Shuar Indian retains his identity instead of being pushed into the lowest ranks of white society, and the second is the enormous coverage afforded by radio. As a result adults are constantly exposed to the school programmes, and those who complete primary school rarely lose their skills. This is a problem in most rural communities, where adults remember little more than how to sign their names unless there is a follow up on the literacy classes.

The Government's concern with reducing illiteracy and its support for bilingual education are part of a broader interest in rescuing indigenous and Mestizo cultures. And putting the emphasis on national, rather than foreign, values. In secondary education this is more difficult as the most looked-up-to schools are often foreign-run and charge high fees for the privilege of learning. Some 40 per cent of secondary schools are private in Quito and Guayaquil, and the cost of a year in the American or German school runs to more than \$1,500 per child.

President Hurtado is as strong a supporter of education as was his predecessor, and Sr Foveda is confident that the literacy programme will continue at full steam. One of the most encouraging signs, he says, is that people from rural communities are flooding into his offices to make further demands. "I have faith in our work because literacy is not just a Ministry of Education programme—it is becoming part of the heritage of the community, and people are already defending their right to literacy, so it is irreversible."

Sarita Kendall

Quito: a friendly city to enjoy

QUITO MUST be one of the pleasantest, most attractive and most civilised cities in America. I care less for its deadly rival, Guayaquil: the hot, sticky, raucous and distasteful city on the Pacific coast which earns the money to keep the country going, though I respect the hard-working nature of the Guayaquileños.

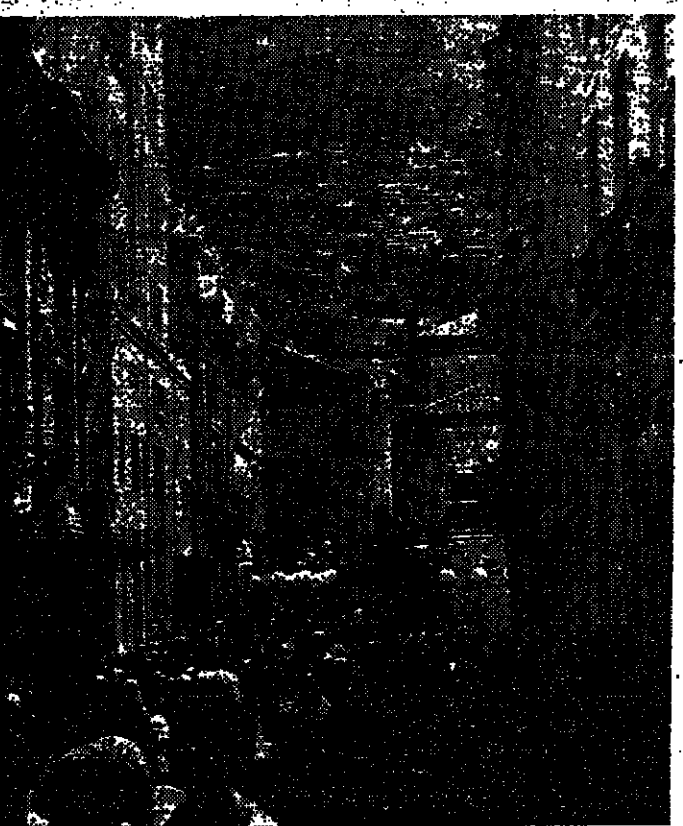
Quito often spends what Guayaquil earns and I would not even deny that the capital's bureaucracy is something horrible to behold. But I like Quito and I think most visitors do.

Its natural setting, on the lower slopes of the volcano Pichincha, is breathtaking. Quito stands to the north of what they call the Avenue of the Volcanoes, twin rows of snow-covered peaks separated by a rich valley, which stretches down a hundred or more miles to the south.

The day I arrived at Quito Airport the high sierra air was at its clearest and Cotacachi, snow-covered but nevertheless the world's highest active volcano, stood up 50 miles away. Reaching up to 20,000 feet it looked only a few miles distant. From the aeroplane we had seen the others: Antisana, Illimiza, Altar, Tungurahua and Sangay, and the pine forests and moorlands which surround the peaks give one the eerie feeling of something not being in the Republic of the Equator but rather in Scotland, in one of the more remote parts of Calfness, for instance.

Caught in one of the folds of the shirt of Pichincha, Quito overlooks a broad valley to the east over whose rim lies the beginning of the Amazon jungle. The setting is therefore very beautiful and exotic, nearly matching Rio de Janeiro, and that is impressive indeed.

The old city of Quito contains no really extraordinary architectural jewels but a great deal of fine Spanish colonial architecture, mostly ecclesiastical as befits a deeply religious city. A pleasant main square groups the residences of the three principal powers: the president's palace—a simple but harmonious—served building which has seen more than its fair share of military coups—the cathedral, and opposite it the archbishop's palace, and on the fourth side the city hall,



A crowded street in the old colonial centre

modern and handsome.

In the surrounding gridiron of streets stand a dozen or more good churches, some with elaborately gilded altars, and the former houses of the colonial aristocracy and bourgeoisie. The municipal authorities have made a major effort in the past few years to preserve and restore the best colonial buildings of the city centre and though the result has not been as spectacular as, for instance, in Santo Domingo in the Dominican Republic, the work has been eminently worth while.

The modern city of Quito stretches northwards along the axis of the Avenida Amazonas, now being converted to a pedestrian mall. Along and around Amazonas stand the big hotels, new bank buildings, restaurants, boutiques, and oil company offices which testify to the effects of the oil boom of the last decade.

While we're in Amazonas, the businessman should take note that he should stay nowhere but at the Colón Internacional. The hotel is tasteful and modern, the service is friendly and efficient and there is a casino in the basement. During the day it is filled with zombies grouped round the one-armed bandits but from early evening onwards the roulette and blackjack start. Minimum stakes are low.

The food is no good at the Colón, but then I have always found it extremely difficult to get a really satisfying meal anywhere in Ecuador. As far as drink is concerned the unwary should, I feel, keep to the beer or imported wines. There are local wines, some grown not far from Quito, but as in Peru, Bolivia and Paraguay, they have an unpleasant liquorishness and heaviness.

Why one part of the Andes, in Chile, should be able to produce the finest wines and the

rest of the mountain chain and outlying regions produce such unattractive concoctions is a puzzle. Ecuador's best-known wine is Madrigal. Let the visitor taste it and make up his own mind.

And Quito, incidentally, is the only place in the world where I have been warned off drinking the mineral water!

In colonial times Quito was a centre for the arts. Church-trained natives were taught the techniques of religious painting, sculpture and architecture. They were particularly gifted peoples as is evidenced by the taste and style of their weaving. To this day the inhabitants of Otavalo a town a few hours north of Quito travel far and wide inside Ecuador and abroad selling their weaves.

The tradition of plastic arts is carried on most notably today by Osvaldo Guayasamin whose painting is reminiscent of that of Mexicans such as Siqueiros and Orozco and who maintains a museum of his own work in the city. If Guayasamin is the doyen, there are many younger artists, such as Ramiro Jacome, whose work is achieving recognition outside Ecuador. Galeria Artes is one of the better commercial galleries where artists' work is regularly available.

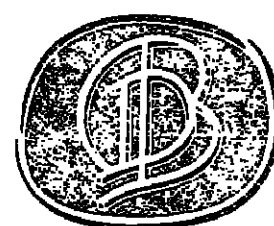
The musicians of Quito complain that their efforts have much in common with Cinderella's. Despite this I attended satisfying concerts on two successive nights.

At each, Guido López Gavilán, a sensitive Cuban conductor, directed the National Symphony Orchestra and soloists in works by Bach, Vivaldi, Dvorak and Chalkovski.

But Quito is not a paradise. Many hundreds of thousands of its inhabitants live in great poverty and bad housing and, as President Hurtado himself has said, the oil boom has enriched only a small section of the population while the gap between rich and poor has widened.

It is all the more surprising therefore that Quito is not a violent city as Bogota and Caracas are. Pickpocketing exists, certainly, but violent crime and muggings are uncommon and neither men or women are generally at risk if they go out alone at night. It is a friendly place, a place to enjoy.

Hugh O'Shaughnessy



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ECUADOR VI

Farmers angry at policies and neglect of agriculture

ECUADOR'S FARMERS are becoming restive after years of listening to government talk of "sowing the seeds of oil," "the country's agricultural vocation" and "priority for the farm sector."

The combination of low international prices and rising local costs has reached such a point that bananas are rotting on the trees and cocoa plantations are barely maintained, leading small- and large-scale coastal producers to unite in local strikes and anti-government protests. While the Administration cannot be blamed for world production surpluses, nor for a legacy of inefficiency and low productivity in the agricultural sector, farmers claim that pricing and export policies are ruining them.

Cocoa and coffee growers are the most affected by foreign price slumps, but banana producers are losing ground in the world market too. Competition from the Union of Banana

Exporting Countries, which has won over some of the East European markets, and particularly from Colombia, is pushing Ecuador into a tight corner after years of being the world's leading exporter. More and more people in the banana sector now believe it is essential to join the union, or Ecuador's banana business may slide into oblivion.

Banana exports earned \$237m last year, putting them in second place to crude oil, but the value of sales was down by 10 per cent over the first six months of 1981, and volumes are also declining. Between January and May 1981, 544,000 tonnes were shipped, the lowest level for four years, suggesting that the total for 1981 will be well under last year's 1.3m tonnes. Apart from a reduction in exports to Europe, sales to Argentina, Chile and Uruguay have been falling off, while Japan, which at one time took 40 per cent of banana

exports, has been lost to the Philippines.

The area devoted to bananas has diminished year by year as producers turn from Gros Michel to the higher yielding, more resistant Cavendish plant. About 2,500 hectares of Gros Michel remain, compared with over 62,000 hectares of Cavendish—in 1967 there were 146,000 hectares of Gros Michel to 14,000 hectares of Cavendish. Small growers tend to have poor yields and a greater incidence of Sigatoka disease, which has been particularly bad this year as the result of a long strike by crop sprayers.

The small producer is also the most vulnerable to any drop in exports, because his fruit is usually of inferior quality, and because large plantations have long-term contracts with exporting companies.

Protests in Brazil and a slight improvement in coffee and cocoa prices have cheered farmers who only recently were saying that it was not worth harvesting their beans. The Government is proposing to reduce export taxes on both products, scaling the tax according to world price levels and eliminating it altogether when prices are very low. This will give cocoa bean exporters an edge over the cocoa industry, which is pressing for renewal of the export subsidies that bolstered processed product during the industry's early years. Processed exports were down by 30 per cent to US\$61.5m in the first half of 1981, while cocoa beans remained steady at US\$16m from January to June.

Small cocoa producers, who normally grow other crops mixed in with cocoa trees, and have fewer debts to pay off

because of their limited access to credit, are for once better off than the medium or large plantation owner. The prices paid to growers should improve as local collection centres for cocoa beans come into operation. These will cut out the 20 per cent discount on the official rate that is absorbed by up to five intermediaries in the marketing chain.

The feasibility of a major reforestation programme with World Bank financing is being studied, and most of the efforts of the national cocoa programme are designed to raise productivity—the national average yield is about a third of that on a well-maintained plantation.

Although cocoa and coffee growers have so far been most vociferous about their problems, the Government soon will be facing irate sugar, rice and oilseed producers. The main issue is prices, but farmers are also complaining about credit shortages, contradictory policies and the neglect of the agricultural sector. The president of the Federation of Ecuador's Chambers of Agriculture said recently that the crisis was deepening, and warned of grave social tensions. There have been several deaths as a result of rural strikes and land invasions in the past few years, the worst case being the shooting of striking AZTRA sugar workers under the military regime.

The Government is pinning its faith on "integrated rural development projects," and has created a secretariat for rural development, independent of the Ministry of Agriculture. The Ministry is an unsalvageable monstrosity, according to its own employees, though Sr Carlos Vallejo is considered a

dynamic Minister compared with some of those who have gone before him.

The rot also goes deep in organisations linked to the Ministry, such as Enae and Enprovit, the state marketing companies. The agricultural research institute has been on strike for several weeks, and the Agrarian Reform Institute is regularly accused of being completely ineffectual.

Seventeen rural development projects are identified in the national plan, covering 1.2m hectares on the coast, in the highlands and in the Amazon, and reaching nearly 0.5m people. The programme aims to raise rural living standards, improve productivity and foster organisations that will involve rural communities more closely in national life. More than half of Ecuador's inhabitants still live in the countryside, and a little less than half the working force is employed in agriculture—but an estimated 40 per cent of the rural working population is underemployed, and ripe for migration to the cities.

President Hurtado is strongly committed to the rural development programme as a vehicle for reducing income differences, and most of the projects in the highlands are specifically geared to the poorest peasant groups. In these areas land reform is an integral part of the development strategy, as well as a way of countering social unrest, and there will have to be expropriations if the projects are to produce results.

However, some projects—especially on the coast—include a high proportion of medium-sized farms and here the Agrarian Reform Institute's role is limited to issuing title deeds.

Public works, such as local roads and irrigation channels as well as health centres and schools, are being combined with technical assistance, training and community organisation. Public spending has been cut back on many fronts, and rural development is no exception, but AID, the IADB and the World Bank have all made major financial commitments to these projects.

This year's rainfall has been more plentiful in the highlands, and grain production is expected to be up—but more than 90 per cent of the country's wheat must be imported, as well as barley, powdered milk and vegetable oils. For years agricultural output has been falling behind the population increase, and 1981 will be no different. Last year's 3 per cent growth rate was thanks mainly to the livestock and forestry sectors, and latest estimates for this year suggest a similar picture.

New agricultural areas are still being opened up and some of these—for example, the north-west of Pichincha, close to the Quito market—are very rich regions. Others such as the Upper Amazon valleys, are less promising. But even though these areas will add to agricultural output, the basic problems of highland and coastal farmers and peasants have to be tackled if production is to keep pace with food consumption.

Both the chambers of agriculture and the peasant organisations are becoming aggressive, and the Government will have a difficult task to meet their needs and reconcile their very different demands.

Sarita Kendall



Farmers at an agricultural settlement are instructed how to form and administer a co-operative



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Fish resources being tallied

AMPLE PROTEIN supplies, natural gas fields and a boom in shrimp farming make the sea one of Ecuador's richest regions. Add to this a steady increase in sea food export earnings, the promise of oil, and a tendency for foreign boats to chase tunny fish into Ecuador's waters, and the country's preoccupation with the establishment of the 200-mile limit is easily understood. So is the anxiety that Ecuador should not "do a Peru" and, by greed or

ignorance, overfish its stocks. British specialists are working with the National Fishing Institute on the first serious attempt to establish Ecuador's fish resources, and though the final tally is not due until 1984, preliminary results are encouraging. It appears that boats are bringing in mature fish, and local stocks are abundant.

However, tunny, on which much of the canning industry depends, migrates from

southern Ecuador to southern California during the year, and fishermen remaining in Ecuador's coastal waters claim that shoals have recently become scarcer. The lobster is another cause for concern, and local fishermen accuse owners of the big, well-equipped boats of decimating areas formerly rich in lobsters.

The buoyancy of sea food exports makes a strong contrast with what is happening in Ecuador's products, plagued by marketing problems and low international prices. Ecuador's sea food earnings last year were up by 27 per cent on 1979, and the first six months of this year saw a further 25 per cent increase over the same period in 1980. In 1970, exports were worth \$5.5m and ten years later they reached \$156m.

At the same time the fishing sector as a whole has expanded rapidly, though 1980's 10 per cent growth rate is not likely to be equalled this year.

This glowing export picture does not mean Ecuador's fishing industry is free of problems, and some areas are in serious trouble. Tunny fish catches, for example, were slightly down last year to 26,600 tonnes, and though there has been an upward trend in canned exports, sales of frozen tunny fish have remained fairly constant since the beginning of the 1970s. The tunny fleet is based at Manta, and consists of about 70 boats, more than half of them purse-seiners.

A full-scale fishing port, with repair docks, fuel storage, refrigerated warehousing and new piers, to be financed in part by the World Bank, is planned for Manta, but the Government has scrapped an agreement with Spain for the purchase of new boats on the grounds that the tunny fishing vessels were going to be too expensive.

At least a third of the tunny fleet has been lying idle most of this year, and after the Government announced big fuel price increases in February Ecuador's fishing crews went on strike. The Government agreed to hold diesel oil prices for the fishing sector at 25 cents a gallon, 35 per cent under the new official price, but boat owners believe they will probably be paying the full rate before long, with other measures to help compensate for rising costs.

Apart from fuel increases, most wages were double last year and the working week was shortened to 40 hours, while growing expenditure on imported cans is also hitting the industry hard.

The big recent success story is shrimp farming. Banana growers and Guayaquil industrialists alike are investing in this booming business, which promises substantial export income over the next few years, but should also become an inexhaustible source of highly-concentrated protein for local consumption.

Some 30,000 hectares of sandy salt flats in El Oro, Guayas and Manabí provinces are being used as shrimp ponds, and there are plans to mark the double this area. Much of the coastal strip comes under state jurisdiction, and the Ministry of Defence conspires up to 50 hectares per person, or 250 hectares per company, for the annual sum of \$10 per hectare. Officials agree that this rent is ridiculously low, and they also acknowledge the fact that many concerns have far more

than 250 hectares, but the business is new and government controls have not caught up with its development. Land suitable for ponds is also being bought up rapidly, and prices are multiplying each year.

About 75 per cent of Ecuador's export shrimp are now farmed in ponds, and the proportion is increasing annually—to the loss of shrimp fishermen, who find it more and more difficult to compete. In 1980, shrimp exports earned under \$2m, this year they are expected to be in the region of \$85m, even though foreign prices are relatively low.

The U.S. is Ecuador's main market, but once the Ministry of Natural Resources gives the go-ahead for monodon shrimp breeds, Japan could become a major buyer. These fast-growing, stronger-tasting shrimp favoured by the Japanese fetch prices over \$20 per pound, according to one foreign buyer, and the market is virtually bottomless.

The National Fishing Institute recognises that private-sector specialists are way ahead on expertise, and the Government has put up credit for shrimp farming ventures. Foreign investors are also interested, and U.S. companies are closely involved in marketing.

Farm shrimp compared with say cattle, produce about 10 times as much protein per hectare. Though prices are still too high for most consumers, shrimp farmers point to rapidly increasing yields and say that costs eventually should come down far enough for mass consumption.

The need to find sources of cheap protein is a major concern in Ecuador, and British food processing experts are involved in a project aimed at making fish available to rural communities in the highlands. A small solar dryer has been adapted to dry fish to a high standard, and the next step will be to find suitable marketing channels. Other products being developed include fish cakes and deep-fried shark chips—said to be delicious.

Some 50,000 families are directly dependent on the fishing sector for employment, and about 10,000 families live from small-scale fishing, based in villages along the Pacific coast. These local fishermen, with their primitive equipment, are finding it hard to hold their own against company-owned boats and shrimp farmers, while even the industrialists claim profits have been reduced to zero and lower-priced catches from Peru are spoiling their export market.

Among the Government's projects for the fishing sector are an industrial port at Posorja, the main centre for pilchard and mackerel fishing, and four smaller ports for local fishermen at Esmeraldas, Puerto Lopez, Santa Rosa and Puerto Bolívar. One of the main aims of the latter would be to ensure good refrigeration, and reduce the quantity of spoiled fish that has to be used for fishmeal. Last year fishmeal production went up to over 100,000 tons, compared with 38,000 tons of canned products.

Apart from the plans for infrastructure, there are also signs that the Government will raise the tax subsidies—now around 10 per cent, depending on the species—for most fish exports.

Sarita Kendall

THE FINANCIAL TIMES 1981 SURVEY PROGRAMME FOR

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MANAGEMENT

EDITED BY CHRISTOPHER LORENZ

Management abstracts

Employee Turnover. S. A. Lacer in Human Resource Management (U.S.), Winter 80: 17 pages (5 pages table)

Suggests misconceptions about the causes and effects of turnover, and finds that inappropriate selection techniques, inadequate training, and inconsistent personnel policies/practices are often to blame. Suggests ways of determining what corrective action is necessary.

Management Buy-outs. R. Brooke in The Director (UK), Apr 81: 44 pages (2 pages)

Points to growing interest in management buy-outs (in which executives backed by investors buy their company from the parent), suggests that by comparison with U.S., this trend has barely begun; explains methods of "insensitive financing."

Employee Investment—Ford Style. L. Jones in Education and Training (UK), Apr 81: 103 pages (2 pages)

Describes an employee-involvement programme set up by the Ford Motor Company and the Union of Automobile Workers in U.S., which aims to increase employee participation in all matters affecting their work; notes the principles on which it is based, and outlines the responsibilities of the joint union/company committee charged with its implementation; claims that the scheme is a success.

Gauging Product Profit Potential. B. Kalf in European Journal of Marketing (UK), Vol 14 No 8: 458 pages (64 pages table)

Demonstrates how risk analysis techniques can be used to assess the profit potential of a product in a stagnant, decreasing, or increasing market.

What Stops Midlevel Executives from Breaking Out? D. Hulbert in Chief Executive (UK), Apr 81: 21 pages (24 pages)

Looks at U.S. "threshold" companies (i.e. those on the brink of expanding from one-product, informally-managed firms into multi-product companies); maintains that there are opportunities for UK businesses to expand similarly; suggests role changes for chief executives and new marketing strategies to facilitate growth.

These abstracts are condensed from the abstracting journals published by Anbar Management Publications. Licensed copies of the original articles may be obtained after August 19 at £2.50 each (inc. VAT and p+p; cash with order) from Anbar, PO Box 23, Wembley, HA9 8DJ.

A squad of expatriates comes to the rescue

A group of Italians working in the U.S. was lured home to help a State-owned electronics company in its hour of need. Guy de Jonquieres reports

ONE OF the first objects to catch the eye of visitors to the Milan headquarters of SGS-Ates, Italy's principal semiconductor manufacturer, is a U.S.-made computerised time-clock projecting from the wall of the entrance lobby. Each day all employees, from top management to maintenance staff, punch in magnetic cards to record their arrival and departure.

The time-clock was installed on orders from Pasquale Pistorio, soon after he was appointed SGS's chief executive last year. It is a tangible symbol of his campaign to use American-style methods to transform the financially ailing company into a vigorous and aggressive competitor in the world electronics market.

The tighter discipline seems to be working. Like many other Italian companies, SGS has long suffered from chronic absenteeism. But in the past year the proportion of staff calling in sick—the most popular reason given for taking time off work—has been almost halved from 13 to 8 per cent.

Legacy

However, SGS still has a string of other problems to overcome, most of them the legacy of years of slack management. It has, though, preserved a reputation for its innovative and ingenious technology. It spends about 15 per cent of turnover on research and development, about twice the industry average, and has carved out a particular niche in specialised components, notably for use in consumer products and telecommunications equipment.

But lack of firm management control led to over-staffing and chaotic internal organisation. The product line also ran wild: development resources were spread thinly across too many products which could not be sold profitably. The company moved into the red several years ago, and the results have not been steady. Last year, it lost £23.1bn (£14.2m) on turnover of £150bn (£84.5m).

SGS could probably not have survived if it had not been heavily supported by the state. It is wholly owned by Stet, the state telecommunications holding company which is part of the IRI group. But even Stet

bigger losses in the future. Last year, it sent out an SOS call to Pistorio.

An ebullient 45-year-old Sicilian, Pistorio was then working in Phoenix, Arizona, as a vice president of Motorola, the big American electronics company, in charge of international semiconductor operations. He had risen to that post, one of the most senior filled by a non-American, after 17 years with Motorola in the U.S. and Europe.

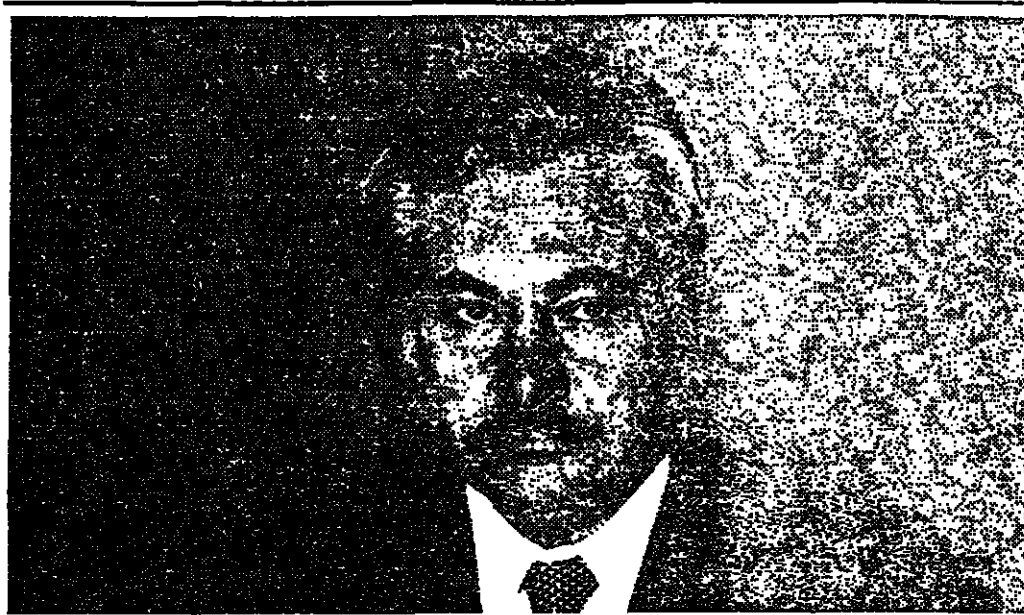
He accepted the SGS offer, he says, out of patriotism, and because he was excited by the challenge, even though it entailed big material sacrifices. He now earns roughly half of his Motorola salary and enjoys no stock options. His only perk is a chauffeur-driven, bullet-proof Alfa Romeo equipped with an elaborate array of anti-terrorist devices worthy of James Bond.

He has recruited about half-a-dozen other new executives and moved them into key management positions. Culturally, most are from a similar mould—Italians schooled in the hard-driving U.S. electronics industry. Most also worked previously for Motorola. Along with American management techniques, they have brought such habits as addressing internal memoranda in English.

Their top priority over the past year has been to draft a coherent recovery strategy, which was recently approved by Stet. More remarkably, in view of Italy's tortuous Government bureaucracy and fractious industrial relations, it has also been speedily endorsed by Ministries in Rome and by the company's unions.

The strategy aims high. It calls for a fourfold increase in turnover by 1985 and an expansion of sales outside Europe to 50 per cent of the total from 20 per cent today. Moreover, this growth is to be achieved profitably. Pistorio expects to stabilise this year's losses at last year's level, halve them next year and move into the black in 1983.

Such targets would be ambitious at the best of times. But SGS is starting out at a moment when the world market for microchips is flagging and the industry is engaged in a savage price-cutting war. Nor is the strength of the dollar much help; most of the costly equip-



In accepting SGS's offer, Pasquale Pistorio now earns roughly half his previous salary, enjoys no stock options and has a chauffeur-driven bullet-proof Alfa Romeo as his only perk. His strategy calls for a fourfold increase in turnover by 1985. But he says "As long as this industry favours brains, we are at an advantage."

ment needed in the highly capital-intensive manufacture of electronic components can only be bought from the U.S.

But Pistorio argues that SGS has an important compensating asset: skilled electronics designers and technicians are relatively cheap in Italy, earning only about two-thirds the salaries of their U.S. equivalents. "As long as this industry favours brains, we are at an advantage," he says, adding that some SGS employees have turned down offers to join American firms at double their present pay.

Doubts among competitors about whether SGS can achieve its goals are tempered by widespread respect for Pistorio and his colleagues. Dr Robert Heikes, head of international operations at National Semiconductor of the U.S., and a man generally pessimistic about European efforts to enter the microchip market, says: "Pistorio has a very difficult assignment. But if anyone can do it, he can. I will be surprised if he pulls it off completely. But I'd be equally surprised if he didn't make an awful lot of progress."

The SGS team has already eliminated some major sources of loss. It has trimmed the labour force by 1,000 to about 8,000 and has closed an

assembly and test plant in Falkirk, Scotland. It has opened a new facility in Malta, which has lower wage costs and enjoys privileged access to EEC markets. The rambling product range, which previously was broader even than Motorola's, has been ruthlessly pruned to six main product lines.

The surgery is starting to show results. SGS says that its prospective loss this year has been reduced by £25bn. Sales per employee have picked up sharply, too. Pistorio expects an average of £21m this year, up from £14m in 1979, though still well below the U.S. industry's £35m.

The improvement is due also to more aggressive marketing. SGS recently added five more sales offices in the U.S. to its existing operations in Boston and Chicago. American sales are running at double last year's annual rate of \$12m, and the aim is to increase them to \$200m by 1985. In the Far East, where a new office has been opened in Hong Kong, sales are up 40 per cent on this time last year.

SGS has also set up a design centre in Phoenix, in the U.S., and is studying plans for local manufacturing. The purpose of this rapid U.S. expansion is partly psychological: SGS

believes that it is important to offer tangible evidence that it is committed to the American market, if it is to win the confidence of customers there.

Pistorio also wants to develop a closer long-term relationship with SGS's major customers. In Italy, he has already concluded an agreement whereby SGS will share some of its technology with Olivetti in exchange for being granted privileged status as a supplier to the big business machine group.

Specialised

SGS's performance over the next five years will depend heavily on its product and marketing strategy. Pistorio and his team have decided to continue concentrating on making components for fairly specialised applications, where margins are relatively high. That is in sharp contrast with the approach taken by Britain's state-backed Imms, which is going after the market for mass-produced, "standard" chips, where risks are bigger.

SGS is directing its attention to four principal market segments: telecommunications, which it expects to be the biggest source of its growth in the next five years; consumer

The turbulent history of SGS-Ates

The emergence of SGS-Ates over the past 25 years has been fraught with almost as many complex twists and turns as Italy's political life during the same period. In 1957, decisions were taken to set up two semiconductor companies. In northern Italy, Olivetti, Fairchild of the U.S., and Telettra (now part of Fiat) established SGS as a joint venture using Fairchild technology under licence. In the south, the Italian subsidiary of the West German Siemens group created Ates, which was licensed to use technology developed by RCA of the U.S.

Since then, both companies have passed through the hands of several different owners. Ates, technologically the less successful performer, was taken over by Italtel, Italy's state-owned telecommunications equipment manufacturer, when it absorbed the local Siemens subsidiary.

In the late 1960s, Fairchild and Telettra decided to sell their shares in SGS to Olivetti. A few years later, Olivetti announced its intention to pull out. To fend off a threatened takeover by Motorola of the U.S., Stet decided to buy SGS and merge it with Ates in 1971.

products, in which it already has an established position; automotive electronics; and industrial applications, like process control.

To be competitive, it must supplement its strengths in proven products like power transistors, discrete devices and linear integrated circuits by adding to its portfolio of newer technologies, particularly Metal Oxide Silicon (MOS). Integrated circuits using MOS are by far the fastest-growing part of the world microelectronics market.

SGS already holds a product licence entitling it to manufacture the successful Z-80 microprocessor developed by Zilog, a leading Silicon Valley company in the U.S., which supplies the "brains" for a variety of microcomputers. It is seeking energetically to line up similar "second sourcing" agreements with other semiconductor manufacturers.

It also recently opened a \$70m plant at its Agrate headquarters, just outside Milan, where silicon chips using MOS technology are designed and produced.

To catch up and stay up in the microelectronics race will require substantial further investment in the years to come. Pistorio is reluctant to name exact figures but points out that the industry rule-of-thumb is that a dollar of investment is needed to generate each

extra dollar of sales. That would imply total investment by SGS of a massive \$400m or so between 1980 and 1985.

That prospect does not appear to daunt him. He says that he is satisfied by assurances of adequate state support, which is at present carrying the bulk of the investment burden. But he insists that before 1985 he expects SGS to be covering most of its own needs out of cash flow and borrowings.

Being part of Stet undoubtedly helps SGS's creditworthiness with Italian banks. But before adding to its existing borrowings (much of which are long term and at relatively low interest rates), it will have to enlarge its capital base. That is likely to happen later this year. Negotiations are under way for the sale by Stet of up to 49 per cent of its equity holding to Olivetti. The proceeds would be channelled back to SGS.

Ironically, Olivetti originally owned a controlling interest in SGS but sold out about 10 years ago (see box) because it doubted whether the company could survive the frenetic competition of the electronics industry. Its renewed interest is perhaps the most emphatic gesture of confidence in the strategy being pursued by Pistorio and his colleagues that they themselves could wish for.

TECHNOLOGY

EDITED BY ALAN CANE

Bright prospects for European seat system in U.S.



A MILLION SEAT UNITS A YEAR

PIRELLI's GRG division at Burton-on-Trent supplies 1m lightweight seat support systems to European car manufacturers a year. The most attractive of the claims made for the Sisiara system—as far as potential U.S. customers are concerned—is that it saves weight, which, in turn, means fuel savings.

THE SIZE of the average U.S. car is being dramatically reduced as the automotive industry there carries out its frantic \$50m programme in search of fuel savings.

Reducing the size of the gas-guzzlers is an easy way to save weight and thus improve the miles per gallon. But, as far as the Americans are concerned, that can only go so far. "The people who drive the cars are not getting any smaller," is an oft-spoken cliché in the industry these days.

Many Americans have yet to appreciate what clever design can achieve to give a small car plenty of cabin space because they are not aware of what the Europeans have already been able to do.

But it is perfectly true that, while you can "downsize" a great many things in a car to save weight, there are some things which must remain of a

A breakthrough seems to have been achieved after a year of hectic activity to convince U.S. car manufacturers about the benefits of using Sisiara, the European lightweight seat support system. Report by KENNETH GOODING, Motor Industry Correspondent.

certain minimum dimension.

Seats, for example. With this in mind, Pirelli's GRG division, at Burton-on-Trent, has been tackling the U.S. industry in the hope of convincing manufacturers that the downsized vehicles in the production pipeline could benefit from its Sisiara lightweight seat support system.

After a year of hectic activity, the breakthrough seems to have been achieved.

Pirelli GRG expects shortly to sign a contract to provide units for 150,000 cars and trucks a year for a U.S. maker, starting with the 1983 model year. That is September 1982.

Future prospects are also bright—the U.S. vehicle manufacturers need 15m new front seats a year—that it has been able to find a licensee to provide the local supply source the Americans prefer.

Cooper Tire and Rubber, a specialist tyre maker with annual sales of \$300m and ranked about seventh in the league of American tyre manufacturers, has taken out a licence to produce Sisiara.

According to Pirelli mythology, Sisiara has its origins in the league of American tyre manufacturers, which has taken out a licence to produce Sisiara.

..POINTERS..

● **DATA SECURITY:** A new package aimed at the protection of data from accidental or intentional computer misuse is announced by Westinghouse Management Systems of Edgewood, Middlesex (01-851 1615). The Security Access Controller (SAC) is intended for banks, financial and government institutions and designed to eliminate problems such as the deletion of critical files, illegal manipulation of data and the theft of confidential information.

The three main areas of security encompassed by SAC are: system entry protection, data protection and auditability and accountability. The system was developed in the U.S. by Electronic Data Systems of Dallas, Texas.

● **PRIORITY CALLS:** A microprocessor-controlled telephone call priority indicator which makes it possible to answer all incoming calls in rotation has been developed by Cole Electronics of Purley, Surrey (01-668 4161). The system also provides, both in display and print-out form, statistical information on call data, such as the number of calls abandoned or answered, the time taken to answer and the average answer time.

● **MICROFILM:** Agfa-Gevaert will launch its Copex LK-P reader-printer at this year's International Business Show at the National Exhibition Centre, near Birmingham (October 20-29). The reader-printer can

produce a plain paper A4 copy from any flat microform, including aperture cards and Jumbo fiche, as well as the normal A6 fiche or jackets.

Among other new Agfa-Gevaert products will be a high-speed automatic duplicator for microfiche. More on 01-580 3131.

● **TRAINING COURSE:** To help industry meet the challenge of new technology, Control Data of London is to develop a course on "The Management of Change" as part of the Department of Industry's Microprocessor Application Project. Control Data's Plato computer-based education system will be one of the principal resources for the course. The Plato system stimulates learning by providing self-paced, individualised and non-competitive instruction. Details on 01-212 3411.

● **COMPUTING:** Peripheral Hardware of West Molesey, Surrey (01-941 4806) is launching a range of touch-sensitive faceplates which can be overlaid on a 12- or 15-inch CRT to give data access by touching the plate with the fingertip. Public data access terminals are the market target (shops, airports, libraries).

● **COMPUTER ACCESSORIES:** With more than 200,000 Apple computers in use worldwide, a Warrington company, U-Microcomputers (0925 54117) says there is a vast market for peripherals. U-Microcomputers is launching three plug-in

accessories which expand the Apple capabilities; these enlarge the memory, provide an auxiliary Z80 processor and allow connection of serial devices, such as printers.

● **CYBER SYSTEM:** Confidential telex message preparation can now be done in the executive office, away from the telex room. Merck and Hollander of Pangbourne, Berkshire (07357 2151) says its new Hi-Tex 2800 telex preparation and cyber system offers electronic editing and seven-page memory.

● **MEMORY SUBSYSTEM:** What is claimed to be computer industry's smallest bubble memory subsystem has been introduced by National Semiconductor (0234 47147). The new board, the BLK 9255, measures less than 11 sq in and operates on less than 5 watts. Applications include airborne and shipborne systems.

● **COPIER:** Gestetner's new 2003 plain paper copier, with a stationary platen and a straight paper path for greater reliability, is intended to fill the A3 gap in the Gestetner range. The machine, which also produces copies on headed paper, labels or transparencies is claimed to be ideal for users needing up to 20,000 copies a month, and can handle paper sizes from A5 to A3 in refillable cassettes. More on 01-387 7021.

● **AGREEMENT:** Zilog of Maidenhead, Berkshire (0628 36131) and Advanced Micro Devices, of Woking, Surrey, have

signed a letter of intent for a licensing agreement under which AMD will manufacture and market a new 32-bit microprocessor being developed by Zilog, as well as a virtual memory version of the 16-bit Z8000 microprocessor.

● **CONTROL:** From Northeast Electronics of Newcastle-on-Tyne (0632 673814) comes news of a microprocessor-based controller which can move machine tool tables with up to four axes of movement (continuous path control) at programmable feed rates.

● **SWITCHES:** A new family of 12 input/output switches for logic-based industrial control systems has been announced by International Rectifier of Oxford, Surrey (08333 3215). These modules provide an electrically clean, noise free interface between programmable controllers, microprocessors or logic-based equipment and external elements such as limit switches, thermostats, pressure switches, solenoids, heaters, motors and valves.

● **HAND TOOLS:** A new range of pneumatically-operated hand tools is now available from Dalmeida of Halifax, Yorkshire (0422 33228). The products—all in the Bix range—include straight and angle grinders; filing, drilling and oil groove cutting machines; chipping hammers, orbital sanders, motorised spindle units and flanged air motor units.

Sisiara units for some models.

Of course, BL fits it to some seats in some models—Rover, Metro—and so does Britain's newest car producer, De Lorean. Pirelli GRG reckons European demand for Sisiara will rise rapidly to an annual 1.5m and to cope is installing another £225,000 of equipment at Burton.

The most attractive of the claims made for the material, as far as the Americans are concerned, is that it saves weight. Pirelli GRG maintains that in one typical recent case the saving on foam cushion weight alone for the seat of a U.S. "compact" saloon was 23 per cent (an actual reduction from 1.497 to 1.143 grammes). A Sisiara unit to spring a seat of 370mm by 358mm weighs just 255 grammes.

However, among Sisiara's other attractions, according to Pirelli GRG, is that it does not squeak, sag or break.

Failures so far are nil—which is hardly surprising given the hammering a tyre takes compared with what the rear end of the human anatomy can do to the similarly structured Sisiara.

By using various combinations of fabric and rubber and steel springs a seat can be "tuned" to give exactly the type of ride a vehicle maker wants—from very hard to very soft.

Pirelli GRG claims that—although the price of Sisiara is higher than a conventional spring unit the cost of the finished seat is lower because

PIRELLI

DIRECT CONTACT
WATER HEATING
104%
EFFICIENCY

not so much foam is used and the Sisiara unit is easier to assemble.

Pirelli GRG supplies units ready to fit the seat, which is what vehicle manufacturers prefer.

Of course, Sisiara, by the nature of its composition, is much more flammable than metal springs. But it meets the U.S. flammability standard MV 302—essential if it is to be used in the States.

The standard was achieved so that Seat could sell cars fitted with Sisiara in the U.S. The Swedish manufacturer fits Sisiara to all the front seats of all its cars.

The U.S. vehicle manufacturers also like suppliers to have the capability to provide products for the so-called "world cars," vehicles made to similar dimensions in many markets around the world, often using compatible components.

Pirelli GRG is equipped to handle such demands because it has for some time had a Japanese licensee for Sisiara, Tokai Rubber, part of the Sumitomo group. But so far Tokai has not begun to manufacture the material.

However, Cooper Tire in the States hopes to get into production very quickly.

Programme helps managers to plan for the future

A PROGRAMME that allows businessmen and managers to plan for the future using a computer model of their company, has been developed for the Commodore Pet microcomputer. The MicroModeller programme was successfully launched earlier this year on the Apple Computer—more than a thousand copies were sold to such companies as Rolls-Royce, Plessey, and smaller concerns.

Now, the distributors, ACT Microsoft of Halesowen, West Midlands (021 501 2284) are releasing a version for the popular Commodore Pet. ACT

claims that, at £220, the cost of the package is less than many computer-users spend on financial modelling each month, using the time-sharing system. The MicroModeller programme aims dramatically to cut the cost of using a computer for financial planning, budget preparation and multi-level consolidations. The release of a Pet version of MicroModeller means that the version will now be available through more than 500 computer and business system specialists in Britain.

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Translations

La forza del destino

Confer's Prestolito (a bit "all over the place" vocally, and so missing the sparkle charm of the music), and the good old-fashioned vocalizations from Roderick Kennedy, and Kenneth Bowen. Mr. Matheson is an admirable Verdian conductor. He perceives and demonstrates—but without any kind of glossy, self-regarding "show"—the colour and temper of each musical inclination; to him it seems as if the elements of the opera had flowed, lyricism, and the right kind of energy. In the tarantella, the orchestra revealed gaps in its virtuosity: the choral singing, in all its dispositions, was excellent.

MAY LOBBERT

Hugh Ruedge

Tristan and Isolde

Neither the Tristan (Act 3
 excerpted) nor the Isolde made
 enough of their words. With
 Felicity Palmer's most interest-
 ing Brangäne, however, hardly
 a syllable was lost, and the
crème fraîche edge to Miss
 Palmer's Isolde was extremely
 effective. The score was
 watch-tower. Gayenne Howell's
 King Marke, beautifully sung,
 was a model of expressively
 clear diction. He was rewarded,
 as few Markes are, with hushed
 attention and became the suc-
 cess of the evening among the
 singers. Mr Howell had—and
 eagerly seized—the best chance
 of showing how the translation
 of the music was to be made
 unobtrusive, retention of inversion
 and archaic turns of speech—
 little else can be said until more
 of the principals follow the
 King's kurnel. Norman
 Bailey's Kurwenal (though he
 was said to have a cold) was as
 ruggedly sympathetic as one
 would expect. The Melots
 and the Offspring Chord was un-
 usually effective. The Stabs-
 chor was a little noisy.

Competition for neon sculpture

A £6,000 competition to design a neon sculpture for the new Albany Arts and Community Centre in South London has been launched by the Greater London Arts Association. The sculpture will be sited over the entrance to the Centre, which houses the Albany Empire home of the Combination Theatre Company.

The competition, which is funded by the Arts Council of Great Britain, is being sponsored by Pearce Signs.

RAM names new principal

The Royal Academy of Music has appointed as its new principal Dr David Lumsden, present principal of the Royal Scottish Academy of Music and

Prize buildings

Groups have respected the collegiate type of architecture but they express it in a modern way. The rooms are arranged as pavilions between the staircase towers and so a regular rhythm of rooms/staircase/rooms/staircase is clearly established and ordered. The most striking feature is the exposed skeleton of the concrete structure that stands slightly proud of the glass. This frame is of white bush hammered concrete—a great contrast to the stone facings, York stone pavements and oak doors.

Inside, the rooms are beautifully simple and elegant. They are made of oak woodwork and have floors of oak wood and sliding trolleys to mask the large areas of glass. Although there is something mechanistic about the concrete frame and its repetition, the whole is

To my mind the quality of the new building is of a very meretricious kind, completely out of sympathy with the surroundings. However the RIBA jury wouldn't agree which proves the value of these awards—they are not just pat on the back from chums but sometimes controversial decisions.



Arts news in brief...

of the First Quarto. This is followed on November 6 by the Restoration Comedy *Marriage a la Mode* by John Dryden, directed by Giles Havergal.

Brecht's *Herr Puntila* opens on January 22, directed by Giles Havergal. The company then present a serial based on the complete works of...

at the Haymarket Theatre, Leicester, with a three and a half week run from September 2 prior to the start of the tour.

The preparation of an English translation and cast commitments have led to delays in the British production.

★

Jerome K. Jerome's *Three Men in a Boat*, presented at last year's Edinburgh Festival, will open at the Mayfair Theatre from September 15 for a six-

Decline and rise of the volleyer

Many of these players were smart enough to imitate those same attacking techniques on the slow red clay of Europe. But the French championships also allowed expression for the artistic Europeans like Asbott, Drobny, Pietrangeli and Giannantoni, as well as for America's Frank Parker and that peerless Australian, Ken Rosewall.

defiance triumphed and patience won against frustrated attackers who eventually came in to volley and committed suicide. Nor is the rash of successful double-handed women players those astounding young Americans Jessica and Margaret and now Horvath and Rinaldi. It was inevitable, following the exploits of Chris Evert Lloyd. What, then, of the future? Although neither John McEnroe nor Rana Mandlikova is a *Seura* superman, they do certainly have a lot of his qualities through being superb athletes. They show what is possible with inspiring tenacity and willingness to attack on an early ball.

Players have naturally always been in favour of Man of the Match awards, particularly in the early days of the Gillette Cup when there was an acute money shortage. They provided the revenue for the team pool.

How it was divided varied from side to side. Most touring teams, for obvious reasons, usually put all money received—whether from team or individual prizes—into a communal kitty which is split at the end of the series.

At home Man of the Match awards are popular with the general public for, since a sponsor presents the cheque to the winning team at the end of

Assuming Australia won, there was the seam bowling of Alder and Marn in both innings; the spin bowling of Bright in both innings plus a very useful knock as night watchman; then Border who may have become the only person to reach 50 and possibly 100 in a Test in some of the process; then Marsh who gave a superb display behind the stumps, taking seven catches—of which three were exceptional—so that if he had also net a winning 20 or so he was plainly a serious candidate.

For England, Emburey had a bit of distinction in both innings, but he was not the star of the hat hat, and his attack

too much difficulty.

After England's win, my first intention was to sail to pick Emurey who had enjoyed such a fine match with ball and ball, and was also that rarity—a spinner. But then I thought back to the many Tests I had seen and played in, and switched to Botham as Man of the Match, as well as Man of the Century.

Admittedly, the Aussie bat was anaemic. But I still could not remember, any bowler—and this was not a difficult pitch—taking five wickets for a single run to snatch victory from what looked certain defeat with a quite incredible accuracy which is unlikely to be repeated for a very, very long time.

Picking heroes is not always easy

MAN OF THE MATCH awards, together with the independent adjudicator, are a product of the Gillette Cup, the first commercial competition, and have become regular features of professional cricket in England. They are a useful adjunct to sponsorship on which the game depends so much, providing the sponsor with a bonus in the shape of extra coverage in the Press and other media for a comparatively small additional outlay.

Players have naturally always been in favour of Man of the Match awards, particularly in the early days of the Gillette Cup when there was an acute shortage of money. They provided extra revenue for the team pool.

How it was divided varied from side to side. Most touring teams, for obvious reasons, usually put all money received—whether from team or individual prizes—into a communal kitty which is split at the end of the series.

The various Man of the Match awards are popular with the general public for, since the sponsor presents the cheque to the winning team at the end of

the game, they provide the only possible surprise. If the adjudicator's choice is the same as that of the supporter, it reflects admirable taste. If not, it provides a fine source of argument to the way home.

It is always fun to disagree with an expert on what must always be a matter of personal opinion.

Picking the Man of the Match is usually a pleasant and comparatively easy job. A player, especially in limited overs cricket, who scores a hundred and takes four wickets is unlikely to have a serious rival, even if his team should lose. When two batsmen from different sides play major innings, all things being equal, my preference would normally be for the one whose side wins, since that is the main objective of the game.

In the third Cornhill Test at Reading, my BSC side colleague, Fred Trueman, did not seem to think too hard when England snatched their sensational victory. For Ian Botham provided an all-round performance which will seldom be bettered in international cricket, and so scored in both innings at

number 7 with a 50 and an undefeated 149; plus six wickets in the Australian first innings, one in the second and a superb catch.

It was, however, a very different story for me in the Fourth Cornhill Test at Edegbaston.

After lunch on the fourth day the battle was still perfectly poised. Both teams could win, with the odds favouring Australia.

There were no fewer than six genuine candidates for Man of the Match.

Assuming Australia won, there was the seam bowling of Alderman in both innings; the spin bowling of Bright in both innings plus a very useful knock as night watchman; then Border who could have become the only person to reach 50 and possibly also steer his team home in the process; then Marsh who gave a superb display behind the stumps, taking seven catches of which three were exceptional; and that if he had also taken a winning 20 or so he was plainly a serious candidate.

For England, Embury had bowled with distinction in both innings and his rearguard action with the bat had given his attack

a chance. Brearley had made the highest individual score as well as captaining the side with great skill.

At this stage in the proceedings, I had not even considered Botham. But this truly remarkable match winner was given the ball and proceeded to capture five wickets in rapid succession to sink the Australians who—until then—appeared to be limping to victory without too much difficulty.

After England's win, my first inclination was still to pick Emburey who had enjoyed such a fine match with bat and ball, and was also that rarity—a spinner. But then I thought back to the many Tests I had seen and played in, and switched to Botham as Man of the Match, as well as Man of the Moment.

Admittedly, the Aussie batting was anaemic. But I still could not remember any bowler—and this was not a difficult plea—taking five wickets for a single run to snatch victory from what looked certain defeat with a quite incredible spell which is unlikely to be repeated for a very, very long time.

THE FERRY PRICE WAR

A depression over the Channel

By Andrew Fisher, Shipping Correspondent

AUGUST is the month that means holidays to many people, but there are few signs of summer lightheartedness among the financially embattled cross-Channel ferry operators.

Laid low last year by a disastrous price war and the effects of the French fishermen's blockade, they are desperately hoping that the recession year of 1981 will at least be no worse. Ferry operators are taking some comfort from the surge of late bookings in the last couple of weeks, now that the holiday season is fully under way.

But they all admit that prices across the Channel are still way below economic levels, even though they are on average up on last year by 10 to 15 per cent for peak periods. "It's the roughest time I've seen through," said Mr Ian Churcher, head of P & O Ferries, looking back on the past year.

He reckoned that both passenger and freight rates on the ferries were between 20 and 25 per cent too low for financial comfort. "Fares are not keeping pace with inflation. As soon as that happens, it becomes dangerous. Each route has to pay its own way."

The general view among those in the industry is that no one is really making any money at all. Mr Keith Wickenden, the Tory MP who is chairman of European Ferries—which wants to take over Sealink UK from British Rail—sounded a strong warning about ferry prices earlier this summer.

He said they were "dangerously low" and pointed an accusing finger at the nationalised operators, Sealink UK and its hovercraft counterpart in the BR stable, Seaspeed. "The position is very dangerous at the moment and I'm very

unhappy about it," he commented at the annual meeting. Shipping profits of European ferries fell sharply last year, while those on the banking and property side were much higher. Since the meeting, Mr Wickenden has been unwilling to talk about the cross-Channel market, possibly in view of the investigation of the proposed bid for Sealink by the Monopolies and Mergers Commission.

THE SHORT-SEA CHANNEL MARKET

	1979		1980	
	vehicles	market share %	vehicles	market share %
Sealink				
—Anglo-French short-sea	332,000	21.7	301,000	18.2
—Anglo-Belgian Combined	295,000	19.3	283,000	17.2
European Ferries	627,000	41	584,000	35.4
—Anglo-French short-sea	n/a	n/a	397,000	24
—Anglo-Belgian Combined	n/a	n/a	277,000	16.9
P & O (Anglo-French)	40,000	3.9	70,000	4.2
Hoverspeed	213,000	13.9	170,000	10.3
Seaspeed	173,000	11.3	152,000	9.2
Total trips	1,530,000	100	1,652,000	100

Merging into Hoverspeed in October. Destinations: France (Calais, Boulogne, Dunkirk); Belgium (Ostend, Zeebrugge). Source: Monopolies and Mergers Commission

plus £12 for each adult on its main tariff.

During last year's price war, both companies suffered grievously. Between 1972 and 1979, the number of accompanied vehicles carried by hovercraft shot up by 97 per cent, against 24 per cent for ferries on the Anglo-French short-sea and Anglo-Belgian routes. But 1980 saw a drop of some 17 per cent compared with a rise, albeit at mostly unprofitable rates, of 16 per cent for all the ferry operators.

With prices still highly competitive this year, the evidence in the early months was that

business was still not too encouraging.

If the price war across the Dover Straits—long called the world's most expensive stretch of sea—proved so debilitating for the companies, how did it come to start in the first place? Back in 1974, the Monopolies Commission said it did not like the way in which the major operators charged common fares.

But Sealink and Townsend Thoresen (owned by European Ferries) went on co-operating and had a pooling operation so that people could use either company's tickets on all their vessels. In an all-out bid to open up the cross-Channel market and make use of expanding capacity, the two companies dropped the handy pooling arrangement. Sealink has made known its desire to be "never knowingly undersold" across the Channel, a comment it may well now prefer to forget.

For as Mr David Kirby, managing director of Sealink, said recently, "I'm sure all operators need prices to go up—the question is how far." Putting prices when circumstances allow is going to be tricky, he conceded. "Everyone will be looking over their shoulder to see who goes first."

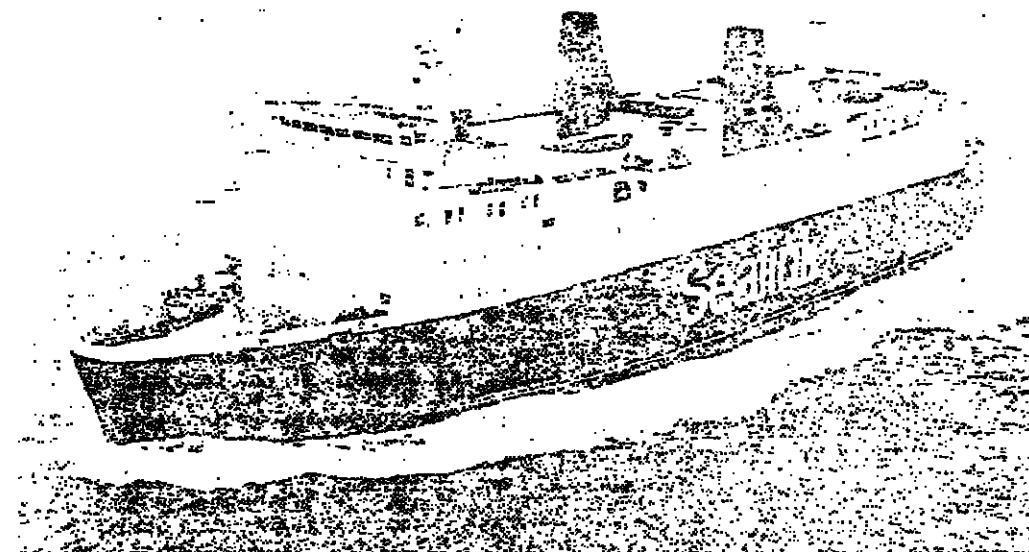
Like Townsend Thoresen and P & O, Sealink is not just dependent on traffic to and from France. But this makes up around a fifth of its turnover and the market was described by Mr Kirby as "a sort of cockpit where everyone fights." It is hardly surprising that the contest seems less spirited this year after last year's trauma. Adding to the depression is the fact that freight business, as important as the passenger side, is significantly down.

"Last year," said Mr Kirby ruefully, "was a lousy year for most people. This year is not a good year either." But he noted signs of a slight upturn in recent weeks on freight volume—this accounts for about half its revenues—and hoped that summer business on the passenger side would ease some of the gloom. On some estimates, up to a third of those crossing the Channel hold back until the last moment.

Eager to take advantage of the expanding market and pitching prices as low as possible is Sally The Viking Line, part of Rederi A/B Sally of Finland. Sally began sailing out of Ramsgate to Dunkirk in June with one ship twice a day. With one-way fares of £5 for adults, children under 12 travelling free, and a flat charge of £24 for any length of car (£24 on Fridays and Saturdays), Sally's fares are as cheap as they come.

Another newcomer on the Channel is the jetfoil service from Dover to Ostend, travelling at 36 mph and cutting the usual time in half. Operated by Sealink's Belgian partner, RTM, it uses two 60m Boeing jetfoils, charging £5 more than the usual ferry crossing. However, P & O and Sealink dropped their jetfoil services across the Channel last year as a result of rising costs and lower than expected demand.

Whatever the craft, all operators agree that fares must rise next year to restore some financial sense to the market and allow further investment. Sealink UK needs to invest around £20m a year to keep its fleet up-to-date, while European Ferries has been building up its capacity. Some of the present generation of hovercraft also need upgrading.



BREATHING SPACE FOR SEALINK

ONE OF the most intriguing aspects of the fraught cross-Channel ferry business is the likely future of Sealink UK, the ferry arm of British Railways.

The thrashing European Ferries group, which has sizeable banking and property interests as well as owning the Townsend Thoresen ferry company, signalled its intention of making a bid for Sealink some time ago.

Sealink, however, does not take kindly to the notion of being swallowed up in this way. And it has just gained a further breathing space with the news that the Monopolies Commission would not complete its report on the proposed offer until November. The initial target date was last Tuesday.

Going fully or partly private, however—in line with the Government's policy of denationalising where it can—is something which Sealink accepts. But with a loss of £3.8m last year and fairly

tough conditions persisting in 1981, private capital is unlikely to be found easily.

Another alternative, strongly canvassed by P & O, is the piecemeal privatisation of Sealink. Needless to say, Sealink is not happy about this suggestion. "It is a philosophy I reject utterly," said Mr Kirby, the managing director. "The break-up of the company is unacceptable."

The Parliamentary Bill allowing BR to introduce outside capital into the ferry company (and other activities) gained the Royal Assent last week. "Providing private sector capital comes in an orderly and acceptable fashion, so be it," Mr Kirby commented. "We're against breaking the company up and selling it in little bits."

P & O reckons that the absorption of Sealink into European Ferries would create a "classic monopoly." Instead, the major UK shipping group believes that companies not involved in Sealink's present routes

should be asked to put in offers for its various services.

Conceivably, P & O itself could be interested in one or more of these routes. On the Channel run, Sealink sails to Calais, Boulogne, Dunkirk, Dieppe and Cherbourg in France, Ostend in Belgium and the Hook of Holland.

Last year, Sealink UK was hit by the recession, the French fishermen's blockade, and stiff price competition. Also pushing it into the red after 1979's pre-tax profit of £4.7m were pre-delivery interest payments of £2.5m on four ships from Harland and Wolff that were late in completion.

Thus the company is a long way from the 5 per cent real rate of return set by the Government for 1982. Like other major operators, though, Sealink's Mr Kirby feels there is still a big untapped market for Channel ferries. "But it's not going to be a brilliant year," he warned, speaking even before the calling of a rail strike for end-August.

Letters to the Editor

Enterprise zones

From Mr R. Evans

Sir—Your recent correspondence about enterprise zones (July 29 and August 5) has completely missed the point. The complaint is that the EZ legislation is unfair, and will not create net additional employment.

The prime object of EZ designation, however, is to secure the rapid redevelopment of areas of industrial dereliction. The EZ legislation is not a job-creation measure; responsibility for its implementation lies with the Department of the Environment, not with the Department of Industry, nor with the Employment Minister. Enterprise zones do not form part of regional policy, or economic policy; their aim is to mobilise private enterprise resources in a drive to retrieve areas from physical dereliction.

Firms are offered certain limited advantages if they will contribute to that process, and help to achieve that community objective. What is wrong with that?

It is true that EZs favour expanding firms, firms committed to new development, and offer great attractions to firms on the move. It is true that the emergence of new EZ property is likely to result in the earlier demise of older property elsewhere, resulting in an improvement of the overall building stock. It is true that the level of new construction will be higher than average in an Enterprise Zone. And it is true that Enterprise Zones will concentrate, producing an area where progress is visible, and where the momentum of development will be easier to maintain.

But what is wrong with all that? That is just what is needed in such parts of our older cities.

Roger Warren Evans, Enterprise Zone Office, Swansea City Council, The Guildhall, Swansea.

Gas-gathering delays

From The Manager, European Sales

C. F. Braun International Sir—I read with interest the report (August 5) entitled "Delay in the £2.7m gas-gathering project attacked by TUC."

Over the years I have read and heard many statements made by or credited to Mr Len Murray, the TUC general secretary. I never cease to be amazed at the credibility which is accorded to these statements, possibly due to the authoritarian way in which they are published. Possibly the criticism of the Government's handling of the gas gathering project credited to Mr Murray may have some justification but to make a contrast with the Norwegian Government on its proposed pipeline system can only be regarded as propaganda for those who do not know or are unlikely to know. Having visited Norway very recently in connection with the potential prospects, I realised quickly that discussions by the Norwegian politicians on what they were going to do with their North-Sea gas are going to take a long time.

It is true that the decision has been taken in principle that the gas will be brought into Karmøy and that they will most likely go ahead with natural gas

liquids until this however only represents one-third of the total development envisaged. As far as the remaining two-thirds are concerned, it is believed in Norway that it is unlikely any decision will be taken until the end of next year.

Possibly had Mr Murray acquainted himself with some of these facts he may have tempered his comments as reported in your article.

R. H. McCulloch, C. F. Braun International, Parnell House, First Floor, 19-28 Wilton Road, SW1.

Faraday's effect?

From Mr R. Ward

Sir—Central Electricity Generating Board transmission engineers looking for the cause of last Wednesday's mammoth power failure may have better success if they remember the Faraday Effect.

Faradays, as most schoolboys know, measure capacity, or, last week perhaps, the lack of it. For with the electricity supply industry anxious to commemorate the centenary of public lighting by electrical power (which happened in Godalming, Surrey, in September 1881) it appears to lack the capacity to mark the rather more significant anniversary of Michael Faraday's original experiment from which he first produced the stuff exactly 50 years earlier in August 1831.

Clearly slighted by this oversight by the industry, while officials were in the middle of celebrating the earlier switch-on he reminded us of his real pioneering work with a providential switch-off. Transmission engineers need look no further than the Encyclopaedia Britannica.

It does seem a shame, however, that the great tide of goodwill that the Royal Wedding generated for Britain around the world couldn't have been extended to celebrate the work of one Englishman who discovered the power that made our participation possible and whose 150th anniversary is now due. At least we did it better in 1931.

R. D. Ward, 209, Marshalls Lane, St. Albans, Herts.

In plain English

From Mr J. Hart

Sir—Having just read Mr F. Acker's letter concerning "Banglish" (July 31) I boarded a British Caledonian flight from Paris to London determined to listen carefully for traces of B-Collese. Not a chance. When passing through some particularly turbulent air a hostess announced with refreshing simplicity "I'm sorry we will have to stop serving you until we get past these bumps."

Mr J. Hart, Boulevard Heusmann 73, 75008 Paris.

The horrors of air travel

From Mr G. Ledingham

Sir—One of the main charms of the Goon Show was its ability to take an illogical proposition and develop it logically. This, I fear, is what both Mr Acker (July 31) and Mr Nettleton (August 5) are doing in the case of British Airways. Regular air travellers will agree that there are few forms

of everyday human debasement to compare with air travel, terminal to terminal; and that the process of psychological subjugation begins long before the aircraft is reached.

The actual words used by the cabin custodians are only part of a continuing process; the pinch of salt added to wounds which are already open and bleeding.

C. M. Ledingham, Hotley Rough, Prestwood, Great Missenden, Bucks.

The definitive article?

From Mr R. Whiting

Sir—Miss Rachel Wood (August 4) is right to upbraid Mr F. Acker for his carelessness: there are indeed more than 12 variations of the German definite article across the three genders and down the four inflections of the plural in all genders. But Miss Wood is wrong to claim 16 forms; as far as forms go, six suffice for all manifestations—der, die, das, den, des, dem.

Robert Whiting, Brook Cottage, Bishops Green, Newbury, Berks.

Inequitable market

From Mr M. Simons

Sir—The growing practice whereby the future of large and small industrial, insurance and other companies is decided without reference to the owners, managers and employees, in the time it takes to eat a bowl of Rice Crispies is deplorable. It makes a farce of the concept of an equitable market and of the need to have reasonable discussions between the parties. It leads to unjustified speculation and provides opportunities for leas.

Those of us who are members of institutional pension funds should make it plain to our trustees that performance will be judged by longer term results and not by making a short term buck (see your leader of August 7). Those who deal with brokers who engage in surprise raids the very purpose of which is to disadvantage shareholders not in the know—usually the small people and the widows—should take their custom elsewhere.

Martin E. Simons, 24, Granard Ave., SW15.

Industrial gas tariffs

From The Chairman and Managing Director, Yorkshire Engineering Supplies

Sir—From correspondence I have had with the Chancellor of the Exchequer and the Parliamentary Under-Secretary of State, the Department of Energy, it appears that either the Chancellor or the Exchequer, or both, deliberately misled the Nation when the Chancellor made his Budget speech on March 10 and further, that manufacturing industry is once again suffering at the monopolistic hands of British Gas Corporation.

The following are extracts from this exchange of letters. A letter dated May 11 from Norman Lamont, the Department of Energy reads as follows: "Regarding the message announced in the Chancellor's Budget statement,

British Gas intend to hold the contract renewal price in respect of firm gas supplies at the February/March level until December 1, 1981. Moreover, the quarterly incrementation of 1p per therm are not being applied during this period."

An extract from the Department of Energy Press notice dated March 10, 1981, from page 1, paragraph 4: "British Gas Corporation will hold the prices at which they renew industrial contracts at present levels until December 1981."

Department of Energy Press notice dated March 10, 1981, page 2, paragraph 2: "Under the new measures—Renewal prices for all gas purchased on contract by industrial customers will be held at their present levels until December 1, 1981."

All the above state categorically that whatever price industry was paying for firm gas in February and March would be held until December 1, 1981. British Gas Corporation, however, is requiring a 16 per cent increase in tariff prices on contracts renewable on April 1, 1981.

The Department of Energy in a later letter dated July 8, 1981 now contradicts its earlier statement and Press release by saying that this meant that renewals in December 1980 were running at about 29.5 per therm and that British Gas was, therefore, entitled to increase industrial tariff prices to this level irrespective of the price at which it contracted to supply it to March 31, 1981.

I submit that a contract is a contract and that the Chancellor's statement to the House, as supported by the Press release means in plain language that the price being paid by industrial consumers in February and March 1981 should be held to December 1, 1981 and the loophole to increase by as much as 16 per cent is dishonest to a degree.

While writing, it should be pointed out that industrial gas contracts were introduced many years ago when the gas industry was seeking to attract industrial (as opposed to domestic) customers; they offered preferential tariff rates in return for contracted usage between minimum and maximum levels, which, if breached, carried heavy financial penalties. The gas contracts are now so one-sided that industrial tariffs are, for the majority of users, considerably higher than domestic tariff rates yet the maximum and minimum usage penalty clauses still apply and British Gas Corporation seeks to charge interest on accounts not paid within 28 days of the end of the month in which the gas was consumed, which, of course, domestic consumers do not have to bear.

Average industrial gas tariff prices according to the 1980 accounts were 14.1p per therm overall. The figures for 1981 are not yet available, but it is conceivable that the average contract renewal price is now as stated by the Department of Energy in its last letter (dated July 8) an average of 29.3p per therm, just over double?

How can industry survive? Brian R. Higgins, Yorkshire Engineering Supplies, Upper Wortley Road, Leeds.

Today's Events

GENERAL

Overseas: United Nations conference on new and renewable energy resources opens in Nairobi.

Mr Luis Herrera Campins, President of Venezuela, begins four-day visit to Brasilia.

Mr Zhao Ziyang, Prime Minister of China, concludes visit to Malaysia, travels to Singapore.

UK: International Gifts Fair, Olympia (until August 13).

British Furniture Manufacturers Exhibition, Belle Vue, Manchester (until August 12).

OFFICIAL STATISTICS

Department of Trade publishes figures for hire purchase and other instalment credit business for June; and final June figures for retail sales. Department of Industry publishes July provisional wholesale price index numbers.

COMPANY MEETINGS

See the Week's Financial Diary on page 21.

COMPANY RESULTS

Final dividends: Brady Industries, Murray Caledonian Investment Trust, Property Security Investment Trust, Interim dividends: Habit Precision Engineering, Manchester Ship Canal, Transport Development Group, Interim figures:

Murray Western Investment Trust.

CITY OF LONDON LUNCHEON MUSIC

Piano recital by Mark Troop, St. Lawrence Jewry, Gresham Street, 1.00 pm. Organ recital by Jonathan Rennett, St. Michael's Cornhill, 1.00 pm. Concert by Pisa Opera Group, St. Martin-in-the-Fields, 1.15 pm.

This appears as a matter of record only 17 June 1981

SHOBOKSHI GROUP
ALI & FAHD SHOBOKSHI GROUP
U.S. \$ 100,000,000
Syndicated Credit Facilities

Lead Managed By
Al Bahrain Arab African Bank (E.C.) 'ALBAAB'
The National Commercial Bank (Saudi Arabia)

Managed By
ARAB AFRICAN INTERNATIONAL BANK—(CAIRO)
BANK OF BAHRAIN AND KUWAIT, B.S.C.
BARCLAYS BANK GROUP (BAHRAIN OFFICE)
KUWAIT FOREIGN TRADING CONTRACTING AND INVESTMENT CO. (S.A.K.)

Co-Managed By
THE COMMERCIAL BANK OF KUWAIT S.A.K.—KUWAIT
BANCO URQUJO, S.A.—ABU DHABI

Provided By
AL BAHRAIN ARAB AFRICAN BANK (E.C.)—BAHRAIN
ARAB AFRICAN INTERNATIONAL BANK—CAIRO
BANK OF BAHRAIN AND KUWAIT B.S.C.—BAHRAIN
BANK RUMUPTA MALAYSIA BERHAD—BAHRAIN
GRINDLAYS INTERNATIONAL LIMITED (BAHRAIN OFFSHORE BANKING UNIT)
STATE BANK OF INDIA—OFFSHORE BANKING UNIT—BAHRAIN

THE SAUDI NATIONAL COMMERCIAL BANK (O.R.C.)—BAHRAIN
 ARAB LATIN AMERICAN BANK—ARABIAN
 BANK RUMUPTA MALAYSIA BERHAD—BAHRAIN
 GRINDLAYS INTERNATIONAL LIMITED—OBU—BAHRAIN
 STATE BANK OF INDIA—OBU—BAHRAIN

BANCO URQUJO, S.A.—ABU DHABI
 BANQUE NATIONALE DE PARIS—BAHRAIN
 CONTINENTAL ILLINOIS NATIONAL BANK AND TRUST CO. OF CHICAGO
 SCANDINAVIAN BANK LTD—(MIDDLE EAST BRANCH BAHRAIN)
 ARAB SOLIDARITY BANK—OBU—BAHRAIN
 UBAF ARAB AMERICAN BANK—NEW YORK
 HABIB BANK LIMITED—BAHRAIN

Agent
al bahrain arab african bank (e.c.)
"AL BAAB"

FT UNIT TRUST INFORMATION SERVICE

OFFSHORE & OVERSEAS FUNDS

INSURANCE—Continued

PROPERTY—Continued

INVESTMENT TRUSTS-Cont.

OIL AND GAS—Continued

NIKKO
THE NIKKO SECURITIES CO. LTD.
The Nikko Securities Co., (Europe) Ltd
Rocwell House, Aldermanbury Square,
London, EC4A 3UL, England
Tel. 0600 7051 Telex: 834717

MINES—Continued
Australian

Parties	Contract	Stock	Price	Last	High	Low	Y
		Albion 50c	42		62 1/2		1
		Albion 25c	42		62 1/2		1
		Albion 10c	42		62 1/2		1
		Albion 5c	42		62 1/2		1
		Albion 2 1/2c	42		62 1/2		1
		Albion 1 1/4c	42		62 1/2		1
		Albion 5/8c	42		62 1/2		1
		Albion 3/4c	42		62 1/2		1
		Albion 3/8c	42		62 1/2		1
		Albion 1/4c	42		62 1/2		1
		Albion 1/8c	42		62 1/2		1
		Albion 1/16c	42		62 1/2		1
		Albion 1/32c	42		62 1/2		1
		Albion 1/64c	42		62 1/2		1
		Albion 1/128c	42		62 1/2		1
		Albion 1/256c	42		62 1/2		1
		Albion 1/512c	42		62 1/2		1
		Albion 1/1024c	42		62 1/2		1
		Albion 1/2048c	42		62 1/2		1
		Albion 1/4096c	42		62 1/2		1
		Albion 1/8192c	42		62 1/2		1
		Albion 1/16384c	42		62 1/2		1
		Albion 1/32768c	42		62 1/2		1
		Albion 1/65536c	42		62 1/2		1
		Albion 1/131072c	42		62 1/2		1
		Albion 1/262144c	42		62 1/2		1
		Albion 1/524288c	42		62 1/2		1
		Albion 1/1048576c	42		62 1/2		1
		Albion 1/2097152c	42		62 1/2		1
		Albion 1/4194304c	42		62 1/2		1
		Albion 1/8388608c	42		62 1/2		1
		Albion 1/16777216c	42		62 1/2		1
		Albion 1/33554432c	42		62 1/2		1
		Albion 1/67108864c	42		62 1/2		1
		Albion 1/134217728c	42		62 1/2		1
		Albion 1/268435456c	42		62 1/2		1
		Albion 1/536870912c	42		62 1/2		1
		Albion 1/1073741824c	42		62 1/2		1
		Albion 1/2147483648c	42		62 1/2		1
		Albion 1/4294967296c	42		62 1/2		1
		Albion 1/8589934592c	42		62 1/2		1
		Albion 1/17179869184c	42		62 1/2		1
		Albion 1/34359738368c	42		62 1/2		1
		Albion 1/68719476736c	42		62 1/2		1
		Albion 1/137438953472c	42		62 1/2		1
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		Albion 1/2199023255552c	42		62 1/2		1
		Albion 1/4398046511104c	42		62 1/2		1
		Albion 1/8796093022208c	42		62 1/2		1
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		Albion 1/36028797836	42		62 1/2		1
		Albion 1/72057595672	42		62 1/2		1
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		Albion 1/13292280254620750390635996032	42		62 1/2		1
		Albion 1/26584560509241500781271992064	42		62 1/2		1
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		Albion 1/27222589961463296800022519875456	42		62 1/2		1
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		Albion 1/435561439383412748800360318007296	42		62 1/2		1
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		Albion 1/557518642410768318464461207053339136	42		62 1/2		1
		Albion 1/1115037284821536636928922414066692272	42		62 1/2		1
		Albion 1/2230074569643073273856184482813384544	42		62 1/2		1
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		Albion 1/5708990898286267580303717832022418688	42		62 1/2		1
		Albion 1/11417981796572535160607435644044837376	42		62 1/2		1
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		Albion 1/73075083498064225027879588121886950912	42		62 1/2		1</

Copper

	January	Messina RO 50	253	35.6	1045.8	4.7	7.
		Miscellaneous					
		Anglo-Dutch	152				
May		Economic Wines 10p	217	30.3	0.75	0.9	6.
		Cherry Gas. Pcs	215				
Aug.	Feb	Wine & Spirits	228	30.6	0.93C	1.0	7.
		TE Magazine Gold	5 ^a				
		Henderson 10c	120				
		Henderson Res.	130	977			
Jcn.	July	P.T.C.	125	185	16.0	3.2	31
		W. & L. G. 2000	132	185	09-24		28.
		NSPQ Unwired 10p	222				
		Unwired Press. C.S.I.	222				
		TSPM 10p	222				
		Tara Export. \$1	555				

NOTES

[illegible]

REGIONAL MARKETS

The following is a selection of London quotations of shares previously traded only in regional markets. Prices of Irish issues, most of which are not currently listed in London, are as quoted on the Irish exchange.		IRISH	
Dist. Inv. 250	48	Conn. 9% 10/82	531½
Dist. Inv. 500	111	Dist. Inv. 500	569½
Dist. Inv. 1000	215	Dist. Inv. 1000	579½
Dist. Inv. 2000	415	Dist. Inv. 2000	589½
Dist. Inv. 4000	815	Dist. Inv. 4000	599½
Dist. Inv. 8000	1615	Dist. Inv. 8000	609½
Dist. Inv. 16000	3215	Dist. Inv. 16000	619½
Dist. Inv. 32000	6415	Dist. Inv. 32000	629½
Dist. Inv. 64000	12815	Dist. Inv. 64000	639½
Dist. Inv. 128000	25615	Dist. Inv. 128000	649½
Dist. Inv. 256000	51215	Dist. Inv. 256000	659½
Dist. Inv. 512000	102415	Dist. Inv. 512000	669½
Dist. Inv. 1024000	204815	Dist. Inv. 1024000	679½
Dist. Inv. 2048000	409615	Dist. Inv. 2048000	689½
Dist. Inv. 4096000	819215	Dist. Inv. 4096000	699½
Dist. Inv. 8192000	1638415	Dist. Inv. 8192000	709½
Dist. Inv. 16384000	3276815	Dist. Inv. 16384000	719½
Dist. Inv. 32768000	6553615	Dist. Inv. 32768000	729½
Dist. Inv. 65536000	13107215	Dist. Inv. 65536000	739½
Dist. Inv. 131072000	26214415	Dist. Inv. 131072000	749½
Dist. Inv. 262144000	52428815	Dist. Inv. 262144000	759½
Dist. Inv. 524288000	104857615	Dist. Inv. 524288000	769½
Dist. Inv. 1048576000	209715215	Dist. Inv. 1048576000	779½
Dist. Inv. 2097152000	419430415	Dist. Inv. 2097152000	789½
Dist. Inv. 4194304000	838860815	Dist. Inv. 4194304000	799½
Dist. Inv. 8388608000	1677721615	Dist. Inv. 8388608000	809½
Dist. Inv. 16777216000	3355443215	Dist. Inv. 16777216000	819½
Dist. Inv. 33554432000	6710886415	Dist. Inv. 33554432000	829½
Dist. Inv. 67108864000	13421772815	Dist. Inv. 67108864000	839½
Dist. Inv. 134217728000	26843545615	Dist. Inv. 134217728000	849½
Dist. Inv. 268435456000	53687091215	Dist. Inv. 268435456000	859½
Dist. Inv. 536870912000	107374182415	Dist. Inv. 536870912000	869½
Dist. Inv. 1073741824000	214748364815	Dist. Inv. 1073741824000	879½
Dist. Inv. 2147483648000	429496729615	Dist. Inv. 2147483648000	889½
Dist. Inv. 4294967296000	858993459215	Dist. Inv. 4294967296000	899½
Dist. Inv. 8589934592000	1717986918415	Dist. Inv. 8589934592000	909½
Dist. Inv. 17179869184000	3435973836815	Dist. Inv. 17179869184000	919½
Dist. Inv. 34359738368000	6871947673615	Dist. Inv. 34359738368000	929½
Dist. Inv. 68719476736000	13743895347215	Dist. Inv. 68719476736000	939½
Dist. Inv. 137438953472000	27487790694415	Dist. Inv. 137438953472000	949½
Dist. Inv. 274877906944000	54975581388815	Dist. Inv. 274877906944000	959½
Dist. Inv. 549755813888000	109951162777615	Dist. Inv. 549755813888000	969½
Dist. Inv. 1099511627776000	219902325555215	Dist. Inv. 1099511627776000	979½
Dist. Inv. 2199023255552000	439804651110415	Dist. Inv. 2199023255552000	989½
Dist. Inv. 4398046511104000	879609302220815	Dist. Inv. 4398046511104000	999½
Dist. Inv. 8796093022208000	1759218604441615	Dist. Inv. 8796093022208000	1009½
Dist. Inv. 17592186044416000	3518437208883215	Dist. Inv. 17592186044416000	1019½
Dist. Inv. 35184372088832000	7036874417766415	Dist. Inv. 35184372088832000	1029½
Dist. Inv. 70368744177664000	14073748835532815	Dist. Inv. 70368744177664000	1039½
Dist. Inv. 140737488355328000	28147497671065615	Dist. Inv. 140737488355328000	1049½
Dist. Inv. 281474976710656000	56294995342131215	Dist. Inv. 281474976710656000	1059½
Dist. Inv. 562949953421312000	112589990684262415	Dist. Inv. 562949953421312000	1069½
Dist. Inv. 1125899906842624000	2251799	Dist. Inv. 1125899906842624000	1079½

OPTIONS

3-month Call Rates

[illegible]

***Recent issues" and "Rights" Page 22**

Our service is available to every Company dealt in on Stock
exchanges throughout the United Kingdom for a fee of £600
per annum for each security

